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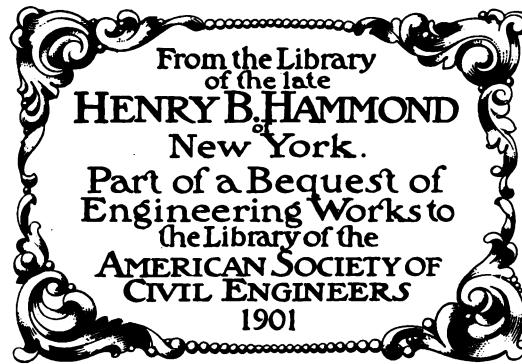
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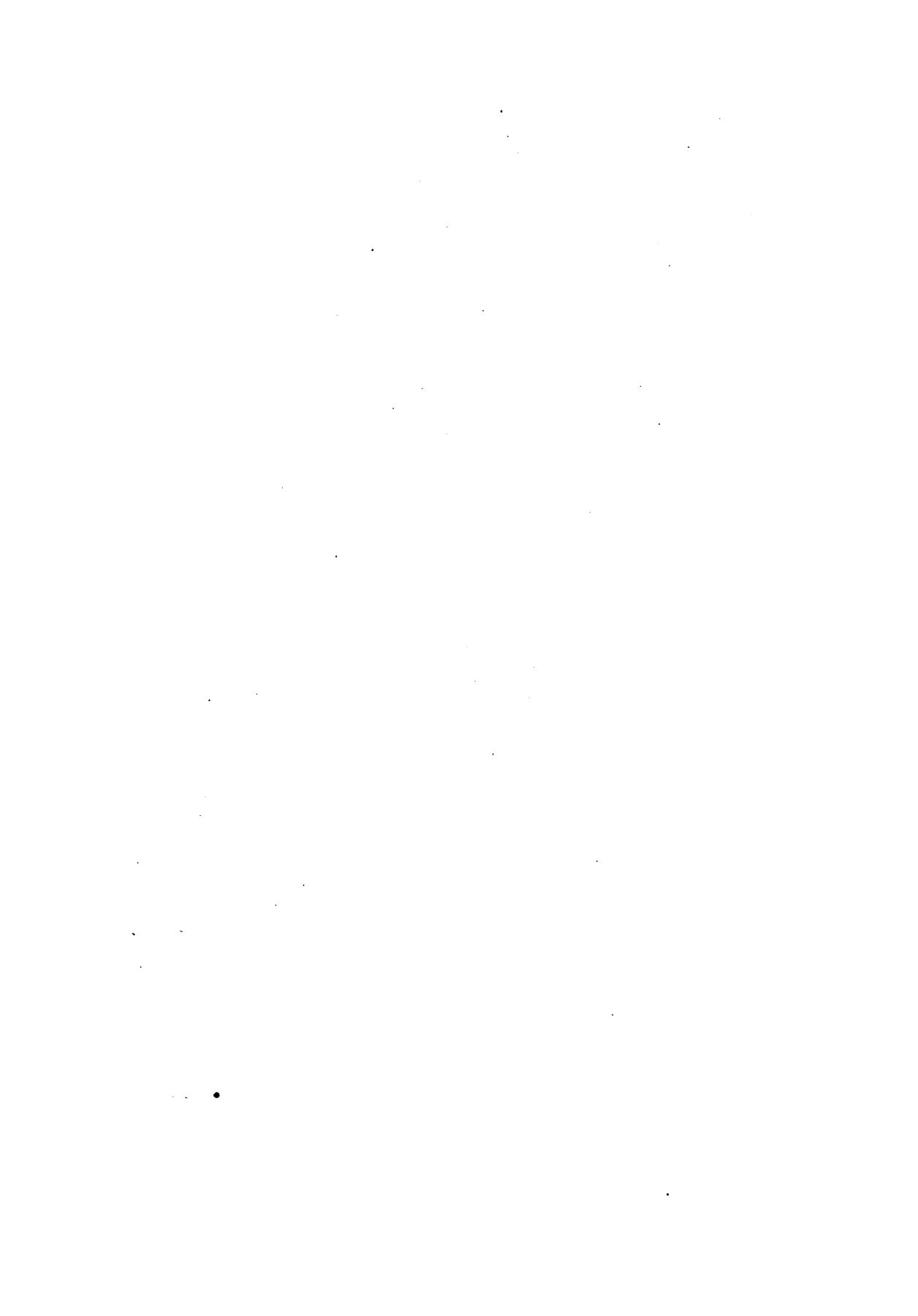
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PROCEEDINGS

OF MEETINGS OF THE

CENTRAL TRAFFIC ASSOCIATION

AND

ITS COMMITTEES,

AND

CIRCULARS.

1886.

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1000

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## FORM OF ORGANIZATION

—OR—

### The Central Traffic Association.

1. That an Association of railroads operating west of the Trunk Lines termini, east of the Mississippi river, and north of the Ohio river, be formed, to be known as the **CENTRAL TRAFFIC ASSOCIATION**, and shall continue until dissolved by mutual consent; *provided*, that any member after July 1, 1886, may withdraw therefrom by giving thirty days' notice in writing to the Commissioner of his intention so to do.
2. That the object of the said Association shall be, to make and maintain reasonable rates of transportation, thereby preventing unjust discrimination between cities and individuals, and to fairly distribute among the parties thereto the freight and passenger traffic which may be properly considered competitive.
3. That the **BUSINESS TO BE INCLUDED** in the said Association shall be—all freight and passenger traffic originating at or west of certain points hereinafter named, which may be destined to or through the western termini of the Trunk Lines.
4. That, to facilitate the division of the business herein-after described, **SECTIONAL OR GROUP POOLS** be formed, to-wit: At Chicago, Peoria, St. Louis, Cincinnati, Indianapolis, Toledo, and Detroit, and such other point or points as may be agreed upon; *provided*, that, in the case of the first three

named, they shall embrace intermediate junctions, so that no through business may be permitted to pass which shall not be included in either one of the compacts named.

5. That the initial line in each group pool shall **ACCOUNT FOR THE FULL PROPORTION** of the rate accruing between such pooled point and the western termini of the Trunk Lines, upon all freights controlled or contracted for and carried by it from such initial point destined to the western termini of the Trunk Lines.

6. That, so far as practicable, without impairing the efficiency of the general organization, the **CONDUCT OF THE GROUPED POOLS** and the rules pertaining thereto, be left to the local committee in charge of such pool; *provided*, that the rules for the government of the several local pools shall be uniform.

7. That, for the purpose of securing uniformity and harmony in the transaction of the business included in the aforesaid Association, its affairs shall be directed by a **BOARD OF MANAGERS** to consist of the managing officer of each road party to this Association.

8. That, in all matters wherein the co-operation of the Trunk Lines is desirable or requisite, the Board of Managers, or a Committee to be designated by it, shall, in conjunction with the Executive Committee of the Trunk Lines, form a **JOINT EXECUTIVE COMMITTEE**, which body shall meet on the call of the Commissioner of the Trunk Lines (who shall call such meeting on the request of any three members of either Committee, directed to either Commissioner), who shall be *ex officio* Chairman of such Joint Executive Committee.

9. That a **COMMISSIONER** and such employes as may be necessary, be appointed by the **ASSOCIATION**, at salaries to be fixed by it.

10. That **MEETINGS OF THE ASSOCIATION** be held at the call of the Commissioner, when, in his judgment, they are necessary, or at the request of five members addressed to the Commissioner. The latter shall, so far as practicable, consult the wishes of all roads before fixing the date of such meeting, and shall then give notice of the date and place as soon as possible; each road shall then be represented at such meeting

by some person authorized to act, whose vote shall be binding on the road thus represented; it being distinctly understood and agreed, that failure to attend a meeting so called, provided two-thirds of the Managers or their representatives are present, shall be taken as authorizing the COMMISSIONER TO ACT for the ABSENT members.

11. All questions brought before the Board of Managers shall be decided by a majority vote, except such as relate to revenue, which shall require a unanimous vote for their adoption.

12. The Commissioner shall have a RECORD kept of the proceedings of all meetings of the Board of Managers, and shall preserve all statements filed with the Association. He shall have authority to CONSTRUE the articles of Association, and all resolutions that may be adopted, and his decision shall be binding on each member until the next meeting of the Board of Managers.

13. That, as the intention is, to so DIVIDE THE TONNAGE at each pooled point as to insure, if possible, to each line, its fixed percentage of each class of freight, the Commissioner may, at his discretion, direct the road or roads which may be in excess, to deliver to the road or roads which may be in deficit, as much tonnage of any or all classes as shall be required to make good the shortage. To facilitate such transfer and avoid unnecessary delay, freight LOADED in the CARS of any road or line may be forwarded, in the same cars, over the road of any party to the Association, on the usual terms as to mileage, in which event, cars so diverted shall be promptly returned to the point of reception; *provided*, that the receiving road shall have the right to transfer to its own cars, if it shall so elect; it being understood that a SETTLEMENT of all outstanding balances on account of tonnage shall be made in money, monthly, on the basis of gross earnings at tariff rates, as shall be determined by the Commissioner, said balances so determined shall be paid promptly each month, on dates to be fixed by, and on the draft of, the Commissioner.

14. In the event of any CONTROVERSY arising during the effort to agree on percentages, and also for the settlement of all differences which may arise during the life of this agree-

Committee met pursuant to adjournment, at Windsor Hotel, New York, January 15, 1886.

Present:

H. B. LEDYARD, President, M. C. R. R.  
JOHN NEWELL, President, L. S. & M. S. Ry.  
D. W. CALDWELL, Receiver, N. Y., C. & St. L. Ry.  
D. S. GRAY, Western Manager, Star Union Line.  
G. R. BLANCHARD, Commissioner.  
C. S. WIGHT, A. G. F. A., B. & O. R. R.

A conference was had with the Commissioner in regard to the subjects referred to him, also as to the present situation.

*Resolved*, That the Commissioner is requested to communicate with the Central Traffic Association, and try to arrange a meeting of that association at Chicago at as early a date as practicable.

Adjourned, subject to the call of the chair.

G. R. BLANCHARD,  
*Commissioner.*

C. S. WIGHT,  
*Secretary.*

## CHICAGO MEETING, FEBRUARY 3, 1886.

Mr. Ledyard moved the acceptance of the committee's selection, and that the same be confirmed, which motion being duly seconded, was carried by a unanimous vote.

4—The Chairman, after congratulating the Association upon its present successful outlook and the choice of a Commissioner who was thoroughly competent, and who could give his entire time and experience of many years to the duties of the position, stated that the constitution of the Association provided that the elected Commissioner should preside at the meetings, and he therefore begged to resign his position as Chairman, and tendered the same to the newly elected Commissioner.

Resignation of  
Chairman of  
Committee of  
Eighteen.

5—Mr. Geo. R. Blanchard was thereupon presented to the meeting and accepted the invitation to preside as Chairman. After giving a review of the different actions taken by the various Railroad Committees leading to the adoption of the present form of organization of the Central Traffic Association, the Chairman suggested that the same should be revised to make it more nearly conform to the Trunk Lines agreement.

Commissioner  
accepts position  
Chairman.

6—It was

*Resolved*, That the Commissioner should appoint a committee of five or more for the purpose of taking up the amended form of organization of the Central Traffic Association, as adopted at Cincinnati, June 19th, and conforming the same to the Trunk Lines contract and organization of Nov. 8th.

Committee to  
consider amend-  
form of  
organization.

7—It was also

*Resolved*, That the committee of five or more appointed to revise the constitution, have full authority to settle the compensation of the Commissioner and also the details and expenses of his office.

Committee  
appointed to set  
expenses.

8—A paper containing a set of resolutions forming a pass agreement, as adopted by a meeting held at Pittsburgh, Pa., and which had been submitted to the Chairman to be laid before this meeting, was read by the Secretary.

Pass Agreement

## CHICAGO MEETING, FEBRUARY 3, 1886.

It was then

*Resolved*, That the paper just read be referred to a committee of from five to seven to be composed of representatives of the chief points of interest that are included in this Traffic Association, to fully consider the same and report to this meeting before final adjournment.

9—The Chairman announced the following committees in accordance with the above resolution :

Committee to take up and consider the Central Traffic Association Constitution and to settle the compensation of the Commissioner and the details and expenses of his office : Messrs. Ingalls, Gray, Newell, Orland Smith, Cochran, Ledyard and Reeve.

Committee to consider the question of passes and the resolutions submitted by the Pittsburgh meeting : Messrs. Waite, Henderson, Carson, Bradbury, Mulliken and James Smith.

Mr. Henderson asked to be excused from serving on the committee. On motion, the request was declined.

10—The following resolution was adopted :

*ng* “That, As we are largely indebted to Mr. Ingalls for the happy state of things that exist at the present time, Therefore, upon his retirement from the position of Chairman of this Association, it is

*Resolved*, That a very hearty vote of thanks be tendered him for the satisfactory manner and impartial way in which he has administered the duties of his office.

11—The meeting, on motion, was then adjourned until 3 o'clock P. M. of the same day.

AFTERNOON SESSION, Wednesday, February 3rd, 1886.

The meeting was called to order at 3 o'clock P. M., the same members and representatives being present who were in attendance at the morning session.

12—The Chairman asked for a report of the committee appointed to consider the constitution.

Mr. Ingalls, Chairman of the committee, submitted the following :

## CHICAGO MEETING, FEBRUARY 3, 1886.

Your committee appointed to consider the various matters referred to it, met, and were unanimous in the following report: They authorized the Commissioner, within certain limits, to procure rooms, which they approved. They also agreed upon the salary of the Commissioner and his Secretary, which matter was referred to a committee of the Chicago Association, with power to act, so that it will not require further consideration from this meeting. For the purpose of conforming the constitution of this association with the Trunk Lines' regulations, the following resolutions were prepared, which your committee respectfully submit to this meeting for approval :

13—*Resolved*, That, to provide funds to pay the expenses of the Commissioner's office for the first month, the Commissioner shall make an assessment on the same basis as is now used in Mr. Fink's office ; and, hereafter, monthly meetings of Managers shall be called by the Commissioner, at which time all bills shall be audited by a committee or otherwise, and other assessments may be then made on a new basis to be agreed upon. Assessments for expenses.

14—*Resolved*, That until otherwise arranged, the rates upon through traffic of the parties hereto in both directions, which traffic is transported in connection with the Trunk Lines, shall be made by conference between this organization and the Trunk Lines' Commissioner, through the proper committee of each association, and in accord with Article 8 of this Agreement. The Commissioner is directed to confer with the Trunk Line Commissioner, and, if found desirable, report what changes from these rules, if any, are required in respect of making said joint rates. Rates on through traffic in both directions.

15—*Resolved*, That the traffic divisions to be made in accordance with Section 4 of the Articles of Organization of this Association, shall all take effect as of Jan. 1st, 1886, and continue until Dec. 31st, 1886, inclusive. Date of traffic divisions.

16—*Resolved*, That the Commissioner is hereby directed to prepare and submit as speedily as practicable to the various railways to be included in each of the several traffic divisions, the forms of contract to be proposed, having that end and effect in view, said contracts to be uniform in their provisions, in accordance with Article 6 of the Organization of this Association. Forms of contracts to be submitted.

17—*Resolved*, That the Commissioner is directed to confer with the Trunk Line Commissioner as to the proper division of the joint expenses of both offices, with a view to the greatest economy consistent with efficiency. Commissioners confer regarding joint expenses.

18—*Resolved*, That the Chairman is instructed to request all roads situated in the territory covered by this Association, not represented therein, to send representatives to the next meeting and become members thereof. Commissioners request all roads in the territory to be represented.

A motion was made that the resolution be adopted as a whole.

Mr. C. E. Henderson, of the Indiana, Bloomington & Western took exception to the third resolution. Objections to 3rd resolution.

## CHICAGO MEETING, FEBRUARY 3, 1886.

**19**—An amendment was offered that the resolutions with the exception of the third, be adopted as read, which amended motion was duly seconded and carried unanimously.

Mr. Bradbury stated that he objected to the pools being made retroactive, and that he would like to add an amendment to the third resolution to the effect that the dates of the commencements of divisions should be left to the different pools.

**20**—An amendment was moved and seconded that the third resolution be changed to read, that the pools shall take effect from the 1st day of February instead of the 1st day of January.

The amended resolution was read, as follows:

ded resolution  
ling date of  
ons.

*Resolved*—That the traffic divisions to be made in accordance with Section 4 of the Articles of Organization of this Association, shall take effect as of February 1st, 1886, and continue until December 31st, 1886, inclusive, except as to the Traffic Division from Chicago which the initial roads at that point have agreed shall date from January 1st, 1886.

The resolution as amended was adopted by a unanimous vote.

of Committee  
sses.

**21**—The committee appointed to take up the question of Free Transportation and to consider the resolutions submitted by the Pittsburgh meeting, reported that no action had yet been taken by them, owing to the inability of convening all the members appointed to serve on the committee.

After a short discussion it was finally agreed the full committee would meet and be prepared to make their report of the next meeting of the association.

On motion, the meeting was then adjourned subject to the call of the Chairman.

GEO. R. BLANCHARD,  
COMMISSIONER AND CHAIRMAN.

THOS. C. MOORE,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

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PROCEEDINGS  
OF THE  
CHICAGO COMMITTEE,  
AT THE  
Grand Pacific Hotel, Chicago,

FEBRUARY 4, 1886.

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There were present the following:

Baltimore & Ohio—Orland Smith, Third Vice President; C. S. Wight, Representative present.  
A. G. F. A.

Chicago & Grand Trunk—W. J. Spicer, General Manager; Geo. B. Reeve,  
Traffic Manager.

Lake Shore & Michigan Southern—John Newell, President; J. T. R.  
McKay, G. F. A.

Michigan Central—H. B. Ledyard, President; Alex. Mackay, G. F. A.

Pennsylvania Company—J. N. McCullough, Vice President; D. S. Gray,  
Western Manager Star Union Line.

Chicago, St. Louis & Pittsburgh—J. T. McCabe, G. W. F. A.  
G. R. Blanchard, Commissioner.

22—The agreement for the division of east-bound dead Chicago agreed  
adopted.  
freight, dressed meats and live stock from Chicago,  
entered into January 8, 1886, was read by sections,  
various amendments to it were adopted, and it was  
ordered to be printed for the signatures of the com-  
panies interested.

## CHICAGO COMMITTEE, FEBRUARY 4, 1886.

Appointment  
Committee to  
revise percentages  
authorized.

23—The Commissioner asked the authority of the Committee for the appointment, with the approval of the Trunk Line Commissioner, of a committee to revise east-bound percentages, which was granted.

On motion, the Committee adjourned to meet at the Grand Pacific Hotel, on Wednesday, February 17, at which meeting the Arbitrator was invited to be present.

G. R. BLANCHARD,  
COMMISSIONER.

THOS. C. MOORE,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

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## PROCEEDINGS

OF THE

## CINCINNATI COMMITTEE,

AT THE

GRAND HOTEL, CINCINNATI,

FEBRUARY 15, 1886.

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The following Companies were represented:

Cincinnati, Hamilton & Dayton—C. C. Waite, Vice President; A. H. Companies  
represented.  
McLeod, G. F. A.

Cincinnati, Washington & Baltimore—Orland Smith, President; J. H.  
Stewart, General Manager; R. M. Fraser, G. F. A.

Cleveland, Columbus, Cincinnati & Indianapolis—G. M. Beach, General  
Manager; Edgar Hill, G. F. A.; A. S. White, A. G. F. A.

New York, Lake Erie & Western—G. G. Cochran, G. F. A., N. Y. P. & O.  
Division.

Pittsburgh, Cincinnati & St. Louis—D. S. Gray, Western Manager Star  
Union Line; Wm. Stewart, G. F. A.; F. H. Kingsbury, A. G. F. A.

There were also present:

G. R. Blanchard, Commissioner.  
C. W. Temple, Joint Agent, Cincinnati.

Commissioner Blanchard called the meeting to order at  
10.30 o'clock.

C. H. McKnight, who was elected Secretary by the  
Central Traffic Association at Chicago, February 3d, was  
made Secretary of this meeting.

It was voted that the Freight Traffic Contract, agreed to  
by the Chicago roads, should be taken up and adapted  
locally to the Cincinnati district.

## CINCINNATI COMMITTEE, FEB. 15, 1886.

Discussion of  
contract.

To include only  
Cincinnati proper.

Messrs. Smith and Gray explained that there had formerly been two agreements from Cincinnati; one covering the city proper, as formerly defined, and one for traffic from points beyond but passing through Cincinnati.

It was moved and agreed that the business from Cincinnati proper be first considered.

On motion, it was ordered that the agreement be read and voted upon article by article, and that it be then acted upon as a whole.

On motion of Mr. Cochran, duly seconded, Article One as amended, was adopted.

Article Two was read, and, on motion, business west of Salamanca, on the N. Y. P. & O. R. R., was excluded from the traffic to be reported.

The Commissioner offered a substitute for Article Three which was adopted with the following understanding, which upon motion, was ordered to be spread in full on the minute of the meeting:

Shipments from  
Ivorydale and  
similar points to be  
reported.

24—*Resolved*, That upon the beginning of shipments from Ivorydale, or other points similarly situated, upon the same or other lines, the traffic shall be reported through the Joint Agent to the Commissioner, with a view to determining what effect, if any, said shipments may have upon a readjustment of percentages under this contract.

Articles Four and Five were adopted as amended.

At 1.30 o'clock a recess for an hour was taken.

## AFTERNOON SESSION.

Twenty per cent. of  
gross rate to N. Y.  
to be paid on excess  
freight.

Article Six was read, and, after discussion, on motion of Mr. Gray, seconded by Mr. Smith, twenty (20) per cent. of the established rate was adopted as the basis of gross revenue to be paid on excess freight.

25—It was moved and agreed:

Depository for  
moneys designated.

That until otherwise ordered, the depository for the remittances provided for in Article Six of the Cincinnati contract, shall be the First National Bank of the City of Chicago.

Article Six was, on motion, adopted with the two foregoing amendments.

Articles Seven, Eight and Nine were amended and adopted.

Articles Ten, Eleven and Twelve were adopted without amendment.

Articles Thirteen, Fourteen and Fifteen were amended and adopted.

Articles Sixteen, Seventeen and Eighteen were adopted without amendment.

Article Nineteen was amended and adopted.

On motion of Mr. Gray, it was agreed that an arbitrator should not be appointed at this time. Election of arbitrator postponed.

Articles Twenty, Twenty-one, Twenty-two and Twenty-three were adopted without amendment.

The article omitted from the printed draft of the Chicago contract was then adopted and numbered Twenty-four.

The remaining articles to Twenty-nine, inclusive, were adopted without amendment.

The following resolutions of Mr. Gray were, on motion, adopted:

**26**—*Resolved*, That all traffic from points beyond but passing through the initial points, provided in Article Three, to and beyond the terminal points, provided in Article Two of the agreement this day adopted, shall continue to be reported to the Joint Agent as fully as heretofore, although the same are not to be now included in the traffic divided under the said agreement. Traffic from points beyond Cincinnati not to be divided.

**27**—*Resolved*, If, at any time, it shall be found desirable to include the said traffic in this or another agreement, any party hereto shall have the right to present and ask consideration to the same. Right of parties call up same.

Mr. Gray moved, and it was agreed, that the reading of the contract, as a whole, be dispensed with, and that the Commissioner be requested to edit it, and furnish each of the parties interested with a copy for signature.

CINNCINNATI COMMITTEE, FEB. 15, 1886.

**28**—On motion of Mr. Gray, it wasPresent percentages  
to be continued  
temporarily.*Resolved*, That the present dead freight and live stock percentages and arrangements be continued in force temporarily, for the settlement of balances, and that if new percentages shall be agreed upon or awarded at an early day, they shall take effect as of February 1st.Equalizing  
drayages.**29**—On motion of Mr. Waite, seconded by Mr. Beach, the question of equalizing drayages in Cincinnati was referred to the sub-committee, with the direction that they take up the subject and report upon the same fully, in writing, to the Commissioner, with the statistics, data and facts requisite to enable him to report to the Cincinnati Committee his conclusions and recommendations.

On motion, the meeting adjourned to Friday, February 26th, at 10 o'clock A. M., at the Burnett House, Cincinnati.

G. R. BLANCHARD,  
CHAIRMAN.C. H. McKNIGHT,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

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## PROCEEDINGS OF THE CHICAGO COMMITTEE,

AT THE  
Grand Pacific Hotel, Chicago,

FEBRUARY 17, 1886.

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The following companies were represented:

Chicago & Grand Trunk—W. J. Spicer, General Manager; Geo. B. Reeve, Representatives present.  
Traffic Manager.

Michigan Central—H. B. Ledyard, President.

Lake Shore & Michigan Southern—John Newell, President; J. T. R. McKay, G. F. A.

Pittsburgh, Ft. Wayne & Chicago— } D. S. Gray, Western Manager Star Union Line.

Chicago St. Louis & Pittsburgh— } Wm. Stewart, G. F. A.

Baltimore & Ohio—Orland Smith, Third Vice President; Frank Harriott, G. F. A.; C. E. Wight, A. G. F. A.

New York, Chicago & St. Louis—D. W. Caldwell, Receiver.

There were also present:

G. R. Blanchard, Commissioner.  
Thomas C. Moore, Joint Agent.

30—The Commissioner submitted some minor changes in Amendments to contract.  
the draft of the contract, and they were acted upon,  
clause by clause.

CHICAGO COMMITTEE, FEBRUARY 17, 1886.

31—The Commissioner reported that he had had two interviews with Mr. Riddle, and stated the result of them as follows:

I submitted the following statement to, and it was approved by, Mr. Riddle, as the one he desired made to this meeting by me for him:

“Mr. Riddle inquired the present status of the contract, “and whether the representation at the meeting to-day would “or would not comprise every party to the agreement and “arbitration. I was compelled to advise him of the absence “of the authorized representatives of the Chicago & Grand “Trunk Co., and also of the questions which had been “raised by the Chicago & Atlantic, and other parties to the “agreement. Mr. Riddle stated that in any case he would “prefer not to accept or proceed until the contract had not “only been agreed to, but had been signed by all the parties, “and had then been presented to him for consideration, in “order that he might know the precise nature and extent of “his powers and duties. Until that time he desired me to “say to this meeting, and advise the parties absent, that his “final conclusion, upon his election, would be held in abey-“ance.”

Mr. Reeve explained that Mr. Seargent was obliged to attend a Trunk Line meeting in New York, to-day, which was the reason of his absence from this meeting.

The Commissioner asked Mr. Reeve if he was authorized to agree to the contract.

Mr. Reeve answered that he was not; that Mr. Hickson had telegraphed him that the contract would have to be changed somewhat in order to make it workable.

32—The Commissioner read a letter from Mr. Caldwell, stating that the N. Y., C. & St. L. Co. declined to pay under the new contract until the old balances were settled; also a telegram from Mr. Orland Smith, objecting to the short notice, and asking that drafts be withheld.

CHICAGO COMMITTEE, FEBRUARY 17, 1886.

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Mr. Harriott said he had received notice that the drafts would be sent. He had also received notice to turn over freight, which he had commenced to do. The Vice President of his company, at Baltimore, directed him, unless the business of the Chicago & Atlantic and the Wabash Roads was included in the statement, not to pay those drafts, and he thought when money settlements were made they ought to be on strict pool balances.

The Commissioner said that the questions presented by Mr. Harriott had arisen and been decided at the former meeting of the Chicago Committee, when Mr. Harriott was absent, and he was directed by all the parties then present to make the drafts, with the understanding that if the Chicago & Atlantic agreed to the contract, balances should be then restated, as from January first.

The Commissioner farther said that, having reference to Mr. Caldwell's letter, he would prefer that Mr. Fink should make the old settlements.

33—The Commissioner reported an interview with President Position of C. & Jewett, in New York, at which the latter had said that the contract, in its present shape, removed his personal objections to it, and that he would recommend it favorably to those whose conclusions he was awaiting.

After farther discussion a recess was taken at 1.30 P. M. until 2 o'clock.

#### AFTERNOON SESSION.

The amendment to the arbitration clause which was postponed at the morning session was taken up and adopted.

Mr. Spicer, General Manager C. & G. T. Ry., who was not present at the morning session, stated that he had been unexpectedly detained in the morning. He had received a telegram from Mr. Hickson stating that there were some things in the contract that required amendment. He did not know to what Mr. Hickson referred, and in the absence

CHICAGO COMMITTEE, FEBRUARY 17, 1886.

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of instructions he was not prepared to commit the Chicago & Grand Trunk Co. to the agreement or the modifications.

The various amendments to the contract were explained to Mr. Spicer by the Commissioner, who advised its adoption, subject to the consideration of any amendments which might be proposed by the Chicago & Grand Trunk, as an expression of satisfaction with it, as now prepared, by those who are present. He deemed this desirable because it was to be taken as a guide to similar contracts at other points.

A motion to that effect was then agreed to, the Chicago & Grand Trunk representatives present not voting.

<sup>blances.</sup> 34—The Commissioner asked to be relieved from the duty of attempting money settlements until the contract is completed and the old settlements made.

A discussion ensued as to whether settlements should be made from the first of January, or whether the old balances should first be adjusted. .

Mr. Ledyard said the parties should insist upon Mr. Fink carrying out the agreement to make the settlements under the old contract, which had been referred to him to decide.

Mr. Caldwell thought that the old settlements should first be made, and then settlements might be made under the new contract.

<sup>on of the</sup> Co. 35—Mr. Gray said Mr. McCullough had said, in the presence of Mr. Fink and those here, that when those old accounts are made up he was ready to pay the balances. I distinctly understood, too, that Mr. Fink should make those settlements. He is the party charged with obtaining from Mr. Jewett the figures for this settlement, and should decide the question. But aside from that, I understand that the Chicago roads agreed to divide their business from the first of January, and that settlements should be made monthly and balances paid from that

## CHICAGO COMMITTEE, FEBRUARY 17, 1886.

date. We are prepared to be governed entirely by the agreement which had the acquiescence and vote of every representative present, and that they were duly authorized, so far as the record shows, to vote upon it. I remember that Mr. Sargeant, as the representative of the Chicago & Grand Trunk, made some objection to the details of the agreement, and wished to have a minute made that while the Chicago & Grand Trunk Co. believed them to be inequitable, he would yet make settlement on the former basis, with the understanding that the percentages as arbitrated should date back to the first of January. Notwithstanding that, he thought that we should know what it meant when a contract was recorded as agreed to. Did it mean that any one who had protested could come in and decline to carry out the agreement on that ground?

Mr. Caldwell said he had before stated that he could not make a settlement in any new contract until paid the balance due his company under the old one, and he desired to repeat that statement now. If the parties can make a settlement under the new contract by leaving out the Chicago & Atlantic, and make drafts for the amounts found due, and collect them, they can settle the old contract upon the same basis.

36—After further expression of views by Messrs. Newell, Ledyard, Reeve and Gray, the matter of the balances of April 30, 1885, was referred to Commissioner Fink for decision and settlement, and the parties agreed to be bound thereby. The Commissioner was directed to so advise him, and urge his immediate conclusion.

Old balances to  
settled by Comr  
sioner Fink.

37—On motion it was resolved that when the Committee adjourn it be to meet at the office of Commissioner Fink, at New York, on Thursday, February 25, at 11:30 A. M.

Adjournment to  
New York.

## CHICAGO COMMITTEE, FEBRUARY 17, 1886.

*of balances  
ended for  
t.*

38—Mr. Gray moved that the contract shall be carried out in all respects except as to the drawing of drafts for balances, that feature of it being suspended for the present.

The roll being called, and all companies found present except the Chicago & Atlantic, the motion was unanimously adopted.

The Commissioner reported progress and information obtained in the matters of live stock weights, rental of office, the progress of the Passenger Committee, and the discussion of joint expenses with Commissioner Fink.

On motion adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

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## MEETING OF JOINT AGENTS.

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A meeting of the Joint Agents was held at room 905 Pullman Building, Chicago, on Friday, February 20th, 1886.

Present: Messrs. Thos. C. Moore, Chicago; C. W. Temple, Cincinnati; H. S. DePew, St. Louis; M. L. Doherty, Indianapolis; W. A. Brubaker, Peoria; Robert H. Campbell, Louisville, and G. H. Daniels, Assistant Commissioner in charge of Passenger Traffic.

The Commissioner called the meeting to order at 11 o'clock, and stated its object was to confer as to the manner of doing business at the different cities, and to adopt a general form of report to the Commissioner.

The Joint Agents stated the information they received from the roads parties to their traffic agreements, the manner of keeping their records, and the information reported to Commissioner Fink's office.

39—The Commissioner directed the Joint Agents each to make out and report to him the aggregate results of the business from their cities for the month of February, thereafter to report daily on forms to be furnished by him; these forms to substantially include all the information furnished by the St. Louis office, and, in addition, where beyond traffic is not included in such statements, there shall be furnished separate reports of the beyond business; that for the month of March the way-bill

Reports to be ::  
by Joint Agent

## MEETING OF JOINT AGENTS, FEB. 20, 1886.

abstracts now supplied to Mr. Fink, and the recapitulations thereof, need not be sent to the Chicago office, but, unless otherwise instructed, tissue copies of said abstracts and recapitulations shall be sent, beginning with April 1<sup>st</sup>; the same rules as above to apply for reporting abstracts and recapitulations of live stock and dressed meat shipments.

The Joint Agents will be advised as to the conclusion as to furnishing the monthly route statements similar to those furnished from the Louisville office.

ings of sub-  
uitlees.

Minutes of the proceedings of all called or regular meetings of sub-committees shall be kept, and a copy promptly sent to the Commissioner.

The Commissioner said he had invited Mr. Daniels to be present at the meeting to ascertain how far the Joint Agents might be serviceable to him, in taking charge of passenger matters at their various cities.

enger matters. 40—After conference upon this subject, the Commissioner requested the Joint Agents to coöperate with Mr. Daniels in passenger matters. At the general meeting to be held on the 3d prox., Mr. Daniels will procure the appointment of the sub-committees at the various cities, advise the Joint Agents of the formation of such committees, and secure the holding of their meetings at the offices of the Joint Agents.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION

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## PROCEEDINGS

OF THE

### ST. LOUIS COMMITTEE,

AT THE

#### OFFICE OF THE JOINT AGENT, ST. LOUIS,

FEBRUARY 22, 1886.

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The following companies were represented:

Chicago & Alton—F. A. Wann, A. G. F. A.	Representatives present.
Wabash, St. Louis & Pacific—James Smith, General Traffic Manager;	
M. Knight, G. F. A.	
Indianapolis & St. Louis—Edgar Hill, G. F. A.; M. S. Wasson, D. F. A.	
Vandalia Line—H. W. Hibbard, G. F. A.	
Ohio & Mississippi—Wm. Duncan, G. F. A.	

There were also present:

G. R. Blanchard, Commissioner.  
H. S. DePew, Joint Agent, St. Louis.

Commissioner Blanchard called the meeting to order at  
11 o'clock A. M.

C. H. McKnight, who was elected Secretary by the  
Central Traffic Association at Chicago, Feb. 3d, was made  
Secretary of the St. Louis Committee.

## ST. LOUIS COMMITTEE, FEB. 22, 1886.

ions of  
O. R. R. to  
al Traffic  
ciation.

**41**—The Commissioner stated that he had corresponded with the officers of the Chesapeake & Ohio Co. upon the subject of its relations to the Central Traffic Association, and had asked that that Company be represented at the meeting to-day. Mr. Fitch had replied that his engagements would prevent his being here.

The Commissioner had also had an interview to-day with Mr. Fitzgerald, Manager of the Kanawha Dispatch, and had an appointment to further discuss the subject this afternoon.

He then asked whether it was the desire of the Committee to proceed to the consideration of a new contract, or to first dispose of the question of the balances under the old contracts.

gments of old  
ices.

**42**—On motion of Mr. Duncan, seconded by Mr. Hill, it was voted that before taking up the question of the new contract, the parties present consider and ascertain the position of the parties as to the settlement of the balances up to May 1, 1885.

Mr. DePew explained that prior to the contract of June 23, 1884, certain large tonnage balances had accrued, principally against the Indianapolis & St. Louis R. R., most of which was on grain hauled in the latter part of 1883 and the first two or three months in 1884. At that time the rates were not maintained, and all points, including Chicago, were quoting such figures as they deemed proper. The Indianapolis & St. Louis Co. wanted business, and took grain at a rate based on 20 cents from Chicago. A portion of the time the tariff ruled at 15 cents from Chicago. He read to the Committee the balances made up by Mr. Fink, excluding the property carried on the 15-cent basis, which it was understood, and was at first ruled by Mr. Fink, was not to enter into the computation.

ST. LOUIS COMMITTEE, FEB. 22, 1886.

Mr. Wann moved that the balances, prior to June, 1884, be considered as settled.

The motion was seconded by Mr. Duncan, but was not agreed to.

Mr. Duncan offered the following:

**43**—*Resolved*, That the matter of the old balances in each and every class of freight, including the differences that existed to June 24, 1884, and those accruing since that date to April 30, 1885, be referred to arbitration, under the rules of the Central Traffic Association.

Mr. Knight stated that, in the absence of Mr. Smith, he did not feel authorized to take up the question of the old settlements.

The vote on the resolution was as follows:

C. & A., Vandalia and O. & M.—aye. W. St. L. & P. and I. & St. L.—aye, subject to approval.

Mr. Duncan offered the following, seconded by Mr. Wann:

**44**—*Resolved*, That if the questions at issue, up to May 1, 1885, are to be decided by arbitration, they be referred to Messrs. Blanchard and DePew, and their decision shall be final. Referred to Arbitration.

The vote was as follows:

C. & A., I. & St. L., Vandalia and O. & M.—aye. W. St. L. & P.—aye, subject to approval.

Mr. James Smith, General Traffic Manager W. St. L. & P. R. R., came into the meeting at this point, and after the object of the foregoing resolution was explained, he voted aye for his Company.

Mr. Wann offered the following:

**45**—*Resolved*, That all questions involving tonnage or money balances between May, 1, 1885, and January 31, 1886, be excluded from the settlement to be made by the Commissioner and Joint Agent, or by the St. Louis roads between each other.

Period from May 1, 1885, to Jan. 31, excluded from settlement.

The resolution was seconded by Mr. Hibbard and adopted.

## ST. LOUIS COMMITTEE, FEB. 22, 1886.

It was voted that the freight traffic contract, agreed to by the Chicago roads, be taken up and adapted to St. Louis city and district.

A discussion ensued as to what initial points should be included in contract, pending which a recess was taken for a half hour.

## AFTERNOON SESSION.

The Commissioner offered the following, as embodying the conclusions arrived at in the discussion:

divisions  
t. Louis.

**46**—*Voted*, That the traffic divisions from St. Louis shall proceed in both classes of traffic, covered by the agreement governing the same, as from February 1, 1886, according to the vote of the Central Traffic Association.

es.

**47**—*Voted*, That said divisions shall proceed, and the balances be paid and received upon the percentages of traffic which prevailed in the last agreement, viz.: Twenty per cent. to each party thereto, it being, however, provided that this does not prejudice the right of any party hereto to call for an arbitration of the same within a reasonable date hereafter, and if the results of said arbitration in anywise change said percentages, the accounts of balances shall be readjusted and paid, to conform thereto from February 1, 1886, unless other later date is decided by the arbitrators.

to be re-  
to Commis-  
and Joint

**48**—*Voted*, That the said divisions shall include the traffic from St. Louis, as heretofore reported therein, but that in addition thereto, the traffic from all points west of the Mississippi river, which are common to the routes of the parties hereto, or any of them, via St. Louis, and also via other routes, points and outlets of the parties hereto, shall be reported to the Commissioner and the Joint Agent at St. Louis.

s to reports,

**49**—*Voted*, That any party hereto may have access to said reports and information at any time, and may at any time call the subject up, and ask and shall receive consideration thereto, with a view to determining whether the said traffic, via said outlying points, or any of them, shall be included in the St. Louis divisions, or in a separate division, the said questions to be then decided according to the rules and procedure governing like questions in the Central Traffic Association.

On motion of Mr. Smith, it was ordered that the vote on the resolutions be taken separately.

## ST. LOUIS COMMITTEE, FEB. 22, 1886.

The two first resolutions were adopted unanimously.

On the third resolution the vote stood as follows:

Vote on resol

O. & M. and I. & St. L.—aye. C. & A. and Vandalia—aye, subject to approval.

W. St. L. & P.—no, so far as it relates to business already included in the Southwestern Traffic Association.

On the fourth resolution the vote was—

O. & M.—aye. I. & St. L., Vandalia and C. & A.—aye, subject to approval.

W. St. L. & P.—no, so far as it relates to business already included in the Southwestern Association.

On motion, duly seconded, it was ordered that the agreement be read and acted on by articles.

Agreement and consider

Articles One and Two were adopted by all roads except W. St. L. & P., Mr. Smith reserving his vote until after examination.

Articles Three, Four and Five were amended and adopted unanimously.

Article Six, and subsequent articles referring to the percentage of the gross rate to New York, were adopted, leaving an increase of the former percentage to be decided hereafter.

Percentage of  
rate to be sub-  
to managers  
their decision

The Commissioner recommended that 45 per cent. be submitted to the Managers of the Companies interested.

Mr. Smith said if the other companies would agree to 45 per cent. his company would.

The remaining articles of the contract were amended and adopted.

It was ordered that copies of the contract, as agreed to, be furnished to the officers of the Companies, members of the Committee.

50—The Commissioner asked for authority of this Committee for the appointment of a Percentage Committee, after consultation with Commissioner Fink, to take up the whole question of east-bound percentages.

Appointment  
Percentage C  
mittee author

## ST. LOUIS COMMITTEE, FEB. 22, 1886.

Reduction of  
expenses.

It was moved that the Commissioner confer with Mr. Fink as to a division of expenses of the office in the Commissioner of the Trunk Lines, and, as far as practicable, to reduce the amount chargeable to the Western Lines.

On motion, the Committee adjourned to meet on call of the Commissioner.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

## PROCEEDINGS OF THE CHICAGO COMMITTEE, AT A MEETING HELD AT 346 BROADWAY, NEW YORK,

THURSDAY, FEBRUARY 25, 1886.

### Present:

L. J. Sargeant, V. P., } Chicago & Grand Trunk R'y.  
Geo. B. Reeve, T. M., }  
H. B. Ledyard, Prest, Michigan Central R. R.  
John Newell, Prest, } Lake Shore & Mich. So. R'y.  
J. T. R. McKay, G. F. A., }  
D. W. Caldwell, Receiver, New York, Chic. & St. L. R'y.  
J. N. McCullough, 1st V. P. } P., Ft. W. & C. R'y.  
D. S. Gray, W. M., S.U. Line, } C., St. L. & P. R. R.  
Wm. Stewart, G. F. A., }  
Orland Smith, 3rd V. P., }  
Frank Harriott, G. F. A., } Baltimore & Ohio R. R.  
C. S. Wight, A. G. F. A., }  
G. R. Blanchard, Commissioner.

### AGREEMENT FOR DIVISION OF CHICAGO EASTBOUND TRAFFIC.

The Commissioner stated that the first business in order would be the discussion of the agreement, which was taken up by sections, and sundry amendments were adopted.

## CHICAGO COMMITTEE, FEBRUARY 25, 1886.

its not

Mr. Sergeant offered the following amendments to Article 4, which were not adopted :

**51**—An exact distribution of the gross receipts from dead freight at 40 per cent. of the agreed tariff rates, Chicago to New York, shall be made in accordance with the agreed or arbitrated percentages governing that division, and the said distribution shall be made in each class of the traffic. For that purpose the Commissioner shall at the end of each month, or more frequently if necessary, report to each of the companies the tonnage and the gross receipts therefrom, carried by each and all of them, in each class, showing the balances under or over in each, and he shall give directions for equalizing the same.

In the Live Stock and Dressed Meats division (b) experience having shown that the various classes of traffic in exact percentages of each class cannot, consistently with objections of shippers, and for other reasons, be distributed, it is agreed that each Company shall be allotted a percentage of the gross receipts from the total of said traffic carried on the basis of 40 per cent. of the tariff rate, Chicago to New York, and in case any Company shall carry in excess of its allotted percentage it shall pay over such excess to the Company or Companies in deficit, on the order of the Commissioner; but it is nevertheless understood and agreed that each Company will confine itself, so far as practicable, to carrying such proportion of the total tonnage as will yield its allotted share of the gross receipts and will carry out all such orders as the Commissioner may from time to time give with the view of accomplishing this result, provided that Companies in excess may, if they should find it practicable, transfer such excess by agreement with the Companies in deficit.

It is declared to be the intention of the contracting parties, and an essential part of this agreement, that each Company shall carry traffic—and, in the case of Dead Freight, as nearly so in each case as circumstances will admit—to the extent required to make up its allotted percentage of the gross receipts.

The vote on the above amendments was as follows:

Aye: C. & G. T.

Noes: L. S. & M. S.; Mich. Cent.; N. Y., C. & St. L.; C., St. L. & P.; P., Ft. W. & C., and Baltimore & Ohio.

*y. declines  
a party to  
sent.*

**52**—The Commissioner said he had seen President Jewett, of the Chicago & Atlantic Railway, with reference to that Company becoming a member of the Chicago east-bound division, and read a letter from Mr. Jewett defining the position of the Chicago & Atlantic Railway, in that

CHICAGO COMMITTEE, FEBRUARY 25, 1886.

it was impracticable for that Company to become party to the agreement.

Mr. Sergeant asked whether the dressed beef carried by the Michigan Central, was to be reported as cattle or dressed beef. Mr. Ledyard said that under an old arbitration it is now being reported as cattle; but that he would be willing to submit the question to arbitration again.

53—A vote was then taken on the adoption of the agreement Agreement a as a whole, with the following result:

Chicago & Grand Trunk—Aye.

Michigan Central—Aye.

Lake Shore & Mich. So.—Aye.

Chic., St. L. & Pitts.—Aye.

Pitts., Ft. W. & Chic.—Aye.

New York, Chic. & St. L.—Aye, provided drafts be suspended until the old balances are paid; otherwise, No.

Baltimore & Ohio.—Aye.

54—The approved draft of the amended agreement was then Signed. signed, it being understood that copies should be printed as adopted and then promptly submitted to the Board of Directors or the Executive Committee of the respective roads, to be duly executed under their seals.

SETTLEMENT OF BALANCES TO APRIL 30, 1885, UNDER OLD  
CHICAGO DIVISION,

55—Commissioner Fink, to whom had been referred the question of the final settlement of balances in the old Chicago division, to April 30, 1885, stated that he had made a report regarding the final settlement, so far as it was possible for him to do so, and that he had called the attention of the Committee to the fact that there were only two open questions on which the Committee should take some action in order to enable him to make a final decision. The first of these was on what rate the live

Settlement of  
balances.

CHICAGO COMMITTEE, FEBRUARY 25, 1888.

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stock balances should be settled, this being a question of fact which he could not decide without obtaining the views of the Committee. If the Committee did not agree upon it, he would then be willing to make a decision. Some of the members stated that they had made settlements on the basis of 30 cents. The Chicago & Grand Trunk, however, believed that the rate on cattle had been only 25 cents.

It was agreed that the question should be left, with this information, to the final decision of Commissioner Fink.

The second open question was how to deal with the Wabash traffic, taken by the Chicago & Atlantic, which had not been reported. Mr. Fink stated that Mr. Jewett had now made a report of that traffic, simply for the information of the Commissioner, and with a request that it should not be used as a charge against the Chicago & Atlantic Railway.

The Committee agreed that, for the present, this traffic should be left out of the settlement, and that any balances due from the Chicago & Atlantic, which they would not pay, should be assessed ratably upon the other roads.

With these two points settled, Mr. Fink stated that he would at once make out a statement of the balances and draw upon the parties who appeared to be in excess.

The meeting then adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

# CENTRAL TRAFFIC ASSOCIATION.

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## PROCEEDINGS

OF THE

## CINCINNATI COMMITTEE,

AT

346 BROADWAY, NEW YORK,

FRIDAY, FEBRUARY 26, 1886.

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### Present:

G. M. Beach, G. M.,  
Edgar Hill, G. F. A., } C. C. C. & I. Ry.  
A. S. White, A. G. F. A., }  
A. H. McLeod, G. F. A., C. H. & D. Rd.  
G. H. Vaillant, T. M., N. Y. P. & O. Rd.  
D. S. Gray, representing P. C. & St. L. Ry.  
O. Smith, Prest., } C. W. & B. Rd.  
R. M. Fraser, G. F. A., }  
G. R. Blanchard, Commissioner.

The Chairman stated that the first question to be considered was to perfect the Cincinnati agreement. The Chicago agreement had been signed on the previous day. He then read a letter received from Mr. Waite, the only gentleman present at the Cincinnati meeting who was absent from this one.

56—Mr. McLeod, on behalf of the Cincinnati, Hamilton & Dayton Railroad, said that he had not authority to vote for this contract. Mr. Jewett, being the chief executive officer, would have to sign it or authorize Vice President Waite to do so.

C. H. & D.  
sentative no  
ized to vote

CINCINNATI COMMITTEE, FEBRUARY 26, 1886.

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The Chairman explained that the Chicago contract had been signed the preceding day, by some of those present, subject to a similar condition. He asked if Mr. Jewett was in any way indisposed to the agreement.

Mr. McLeod replied that he was not, but that he wished to take this agreement up in connection with the Indianapolis agreement, and would not like to adopt one without the other. The Cincinnati contract, however, could be now considered, and he (Mr. McLeod) was willing to vote on each clause, but he did not want to sign the contract.

It was understood that Mr. McLeod's votes should be recorded subject to approval.

~~to consider.~~ 57—The contract was then taken up for consideration.

Articles First to Fifth, inclusive, were adopted.

Article Sixth was amended to read "In both said divisions he shall collect 27½ per cent., etc., etc.," and the vote on the same was taken, as follows:

C. C. C. & I.—Aye.

C. H. & D. votes in favor of it, subject to the understanding that they can arrange with their connections for the excess over their proportion.

N. Y. P. & O.—Aye.

C. W. & B.—Aye.

P. C. & St. L.—Aye.

Article Sixth, so amended, was declared unanimously adopted.

Article Seventh was then corrected and adopted.

Article Eighth was changed to read 27½ per cent., in accordance with Article Sixth, and adopted, the C. H. & D. R'd making the same exception as in their vote on Article Sixth.

Articles Nine to Twenty-nine, both inclusive, were read and adopted clause by clause.

The Chairman asked if the members now desired to vote on the contract as a whole.

CINCINNATI COMMITTEE, FEBRUARY 26, 1886.

57  
to  
60Revenue balances  
be based on 25 per  
cent.

Mr. Smith said that in assenting to the  $27\frac{1}{2}$  per cent., he had done so in the hope of hastening business, and in a spirit of concession. It was rather against his judgment, as he thought 25 per cent. was sufficient, and upon further reflection was convinced of the propriety of that amount. He therefore would move for a reconsideration of the vote, by which  $27\frac{1}{2}$  per cent. was substituted for 20 per cent., which motion was carried. It was then moved that wherever  $27\frac{1}{2}$  per cent. is substituted for 20 per cent., 25 per cent. be now substituted for  $27\frac{1}{2}$  per cent., which was carried, with the same reservation on the part of Mr. McLeod for the C., H. & D. R'd, as he had voted on the  $27\frac{1}{2}$  per cent.

**58**—The question was then put as to voting on this contract as a whole, and it was so voted with the exception of the C. H. & D. R'd, whose representative repeated the reasons already given for not voting.

The Chairman said he would have copies of the contract prepared, which would be forwarded to each company for signature.

**59**—He then read a communication from Mr. C. W. Temple, Joint Agent, requesting increased compensation for his services. On motion of Mr. Smith, it was

*Resolved*, That the Commissioner be requested to consider the application of Mr. Temple in relation to the duties required, and make such recommendation as his judgment may dictate, to the Committee at the next meeting

Carried.

**60**—The Chairman then asked if he should understand that until otherwise changed he has to make monthly settlements according to the old division?

It was agreed that the Commissioner shall proceed to divide the traffic under this new contract, and make the other settlements required under the percentages of the old contract, until changed.

Contract agreed to

Joint Agent's salary

Old percentages to  
be used until  
changed.

## CINCINNATI COMMITTEE, FEBRUARY 26, 1886.

It was then

Arbitrator to decide  
when award shall  
take effect.

*Resolved*, That in the event of the parties hereto not agreeing to February 1st, 1886, as the date at which any new figures shall take effect, the arbitrator shall decide upon what date his award shall go into operation.

Carried.

61—Mr. Smith desired to present to the Committee, for their consideration, the matter of false classifications. He read a letter from Joint Agent Temple on the subject, and also presented some figures relating to the same evil.

Inspectors to be  
appointed.

The Chairman said that he understood that under the contract adopted they had given the Commissioner authority to act in such cases, and that if they thought it necessary he would go on the plan adopted at Chicago, and have inspectors appointed.

He was so authorized.

In reply to a question as to the new percentages, the Chairman said that he understood the Cincinnati roads were to get together and endeavor to decide on them as soon as practicable.

Adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

# CENTRAL TRAFFIC ASSOCIATION.

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## PROCEEDINGS

OF THE

PEORIA COMMITTEE,

AT

205 LA SALLE STREET, CHICAGO,

WEDNESDAY, MARCH 3D, 1886.

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### Present:

C. E. Henderson, General Manager, }  
H. C. Diehl, General Freight Agent, } I. B. & W. Ry.  
E. F. Leonard, Agent for Trustees,  
H. D. Gould, General Freight Agent, } T. P. & W. R. R.  
E. N. Armstrong, General Superintendent,  
Geo. L. Bradbury, General Manager, P. D. & E. Ry.  
M. Knight, General Freight Agent, W. St. L. & P. Ry.  
W. M. Sage, General Freight Agent,  
J. M. Johnson, Assistant General Freight Agent, } C. R. I. & P. Ry.  
J. V. Mahoney, General Freight Agent, C. & St. L. R. R.  
G. R. Blanchard, Commissioner.  
W. A. Brubaker, Joint Agent, Peoria.

The Commissioner called the meeting to order at 11 o'clock.

Mr. J. V. Mahoney, General Freight Agent C. & St. L. R. R., said, his road not being an initial line from Peoria, he would withdraw, but would attend whenever Pekin business was to be considered.

PEORIA COMMITTEE, MARCH 3, 1886.

stock never  
re divided.

The chair laid before the meeting the Peoria Agreement. On motion, Article One was adopted.

Mr. Sage said live stock had never been independently considered before; Mr. Fink had never asked it; it had been left in abeyance and no attempt had been made to divide it.

Mr. Diehl said that meetings for the purpose have been frequently held but failed, owing to what he regarded as the excessive demands of the Rock Island Company.

Mr. Sage claimed that the C. R. I. & P. and the T. P. & W. roads did the principal part of the live stock business from Peoria to Chicago, and probably 80 per cent. of the business was of that class of traffic.

It was explained that freight which originated at various local points on the lines of some of the parties was back-billed from Peoria.

The Chair asked, if Mr. Fink's office and his were looking up the amount of business from the books, whether the Trunk Lines' report of Peoria business would not be in excess of what the Joint Agent at Peoria reported in his tonnage statements.

Mr. Brubaker replied that Mr. Fink thoroughly understood the method of billing, and that it was also understood in Peoria, was all reported to him, and that it had never been used inconsistently with the proper and agreed purposes and tonnage of the Peoria contract.

icle Two  
nded and  
pted.

**62**—Mr. Leonard suggested that Article Two be amended to include all Peoria freights from any point west of the Illinois river on the Peoria, Pekin & Union Railway.

e stock.

Article Two was adopted as so amended.

Section B of Article Three, referring to the question of live stock, being under consideration, Mr. Sage stated he did not come prepared to act regarding the live stock question. He had been out of the city, and had not had time to consider the agreement with his superior officers. He desired to state that a large number of distillery-fed cattle came

PEORIA COMMITTEE, MARCH 3, 1886.

from Northern Iowa and Nebraska, a large proportion of which came to the C. R. I. & P., and thence, later in the season, by its line to Chicago. Some cattle were sent by the T. P. & W. to Chicago under the same circumstances. This stock was owned by Nelson Morris and other large dealers and shippers who lived in Chicago and preferred the Chicago market. Unless his company made the rates so high as to compel the cattle to go East direct, this class of cattle naturally came to Chicago, and he saw no reason why the other roads should participate in the business.

Mr. Diehl thought if the rates were put on a fair basis more of the live stock would go directly East.

The Chair asked Mr. Sage if he thought it should be excluded. Mr. Sage replied he did not think it should be excluded, but that the other roads should not participate in it.

Mr. Sage further stated that he was not prepared to agree to include his shipments of cattle to local points, although he recognized the requirement that proper steps should be taken to prevent improper reshipping and rebilling.

After farther discussion as to the live stock question Mr. Sage requested more time for the consideration of it. He desired to divide dead freight.

On motion the live stock question was deferred, and the contract as to dead freight proceeded with.

Mr. Sage objected, on the part of the Rock Island road, to putting the contract into effect until some fixed date on which the percentages were also to take effect.

In the further discussion of the matter it was

**63—Resolved**, That the Joint Agent revise the Peoria east-bound tonnage statement to include and correspond to the definition of territory adopted this day. Tonnage statement to be revised.

In the further discussion as to the February settlements, the following resolution was adopted:

**64—Resolved**, That money settlements for February be suspended, but that February tonnage balances be evened in March to correspond with the said revised statements of the Joint Agent. Money settlement to be suspended

## PEORIA COMMITTEE, MARCH 3, 1886.

The following resolutions were then presented and voted for by all persons present, except that Mr. Knight did not feel authorized to vote in the affirmative, in the absence of Traffic Manager Smith:

visional  
centages.

itration.

**65**—*Resolved*, That provisional and temporary percentages be recommended by the Commissioner without prejudice to arbitration or any other question, the said provisional percentages to cover the tonnage settlements for February, and money settlements for March, until the result of arbitration is announced.

**66**—*Resolved*, That if the parties hereto do not agree upon percentages by that arbitration then proceed immediately thereafter upon said percentages, which shall take effect from such date, not earlier than March 1st, as the arbitrator or arbitrators may decide.

Pending the discussion of these resolutions, and the desire of Mr. Knight that Mr. Smith should be fully advised of the same, the meeting adjourned to 11:30 A.M. the following morning, with the understanding that the Commissioner and Mr. Knight should prepare telegrams to Mr. Smith explaining the resolutions and their scope, and asking his concurrence therein.

## SECOND DAY.

THURSDAY, MARCH 4th, 12 M.

Pending the receipt of the telegrams from Mr. Smith, the parties proceeded to the discussion of the various clauses of the agreement, more particularly those relating to the provisions of the contract regarding the collection of monthly payments as between the parties hereto and their connections.

After this discussion Mr. Smith's telegram was received, stating that he preferred not to determine so important a question without more time and a personal inspection of the agreement.

Thereupon the committee adjourned to meet at the Bates House, Indianapolis, at 9 A.M. on Friday, the 5th inst.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

PEORIA COMMITTEE, MARCH 3, 1886.

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THIRD DAY.

BATES HOUSE, INDIANAPOLIS,

FRIDAY, MARCH 5<sup>TH</sup>, 1886.

Present:

C. E. Henderson, General Manager,	{	I. B. & W. Ry.
H. C. Diehl, General Freight Agent,		
Jas. Smith, General Traffic Manager,	{	W. St. L. & P. Ry.
M. Knight, General Freight Agent,		
Geo. L. Bradbury, Vice President and General Manager, P. D. & E. Ry.		
H. D. Gould, General Freight Agent, T. P. & W. R. R.		
W. M. Sage, General Freight Agent, C. R. I. & P. Ry.		
G. R. Blanchard, Commissioner.		
W. A. Brubaker, Joint Agent.		

Article Three of the contract as amended at the Chicago session of March 3<sup>rd</sup> was taken up and adopted as to dead freights.

The question of live stock being next considered, Mr. Sage stated that owing to the fact that contracts were in existence on the bulk of distillery stock at Peoria, which contracts would not expire till June 1<sup>st</sup>, he would not be prepared until that time to increase the rate, and that he objected to including such traffic at contract rates because they were made when there were no eastbound through divisions of live stock from Peoria, and he did not wish to expose the rates now. After June 1<sup>st</sup> he was willing to include all except local stock shipments, but desired consideration of the subject postponed to a subsequent meeting for the purpose of looking into the details of this traffic. His President was opposed to the principle of pooling local traffic.

After a further discussion, the following resolutions were agreed to unanimously, subject only on the part of Mr. Sage to the conclusion of his President as to including local with through stock, it being understood that he would recommend it as passed.

## PEORIA COMMITTEE, MARCH 3, 1886.

Live stock division  
to begin June 1.

67—*Voted*, That in view of live stock contracts on cattle only which have heretofore been made by some of the parties hereto via Peoria, which contracts allow the owners of such cattle to hold and feed them at Peoria, it is agreed that the live stock division from Peoria and vicinity, as defined in Paragraph A of Article Three, shall begin June 1st, 1886, except that any residue of said contract cattle which go out after June 1st shall be excluded.

To be reported for  
March 1.

68—*Voted*, That between March 1st and June 1st 1886, the said contract cattle and all other live stock, shall be reported in full to the Joint Agent.

Division to include  
all classes of stock.

69—*Voted*, That when the said live stock division takes effect on said date it shall include all classes of stock, to local as well as through points, as defined in Paragraph B of Article Three hereof.

Percentages of  
parties.

70—*Voted*, That prior to said June 1st the percentages of the parties in said live stock division shall be determined by agreement or arbitration in the manner provided in the Peoria contract for dead freight.

Percentage of  
New York rate.

71—*Voted*, That the question of the percentage of the New York rate to be divided on live stock shall be submitted with other questions to the same arbitration, provided the same shall not have been decided by the parties hereto prior to such arbitration.

The Committee took a recess to 2.30 P. M.

## AFTERNOON SESSION.

Keithsburg business

72—The Chair read the section of Article Three relating to traffic excluded from the Dead Freight division and asked Mr. Smith if it was satisfactory to him. Mr. Smith replied that it was. A discussion then arose regarding the exclusion of Keithsburg business. It was agreed that unless the C. B. & Q. and Central Iowa should divide the traffic at that point and place it under the charge of the Commissioner the business should not be excluded from the contract at Peoria.

Arbitrator.

73—The Article providing for the appointment of an arbitrator or arbitrators was so amended as to provide for a different arbitrator or arbitrators upon each case requiring arbitration and passed.

PEORIA COMMITTEE, MARCH 3, 1886.

Article Twenty-eight, regarding the continuance of the contract, was amended as follows:

74—In the event, however, that the St. Louis and Chicago contracts, or either of them, are disrupted or abandoned prior to the 31st of any December, as aforesaid, the Commissioner shall give the parties hereto prompt written notice of the same, and it shall only then be optional with any party hereto to give any other notice of its withdrawal from this contract than as above provided in this article. Such notice shall be in writing, and be given not less than ten days in advance of the date it takes effect, and shall be given to all parties hereto through the Commissioner. It is also further provided and agreed that such notice shall not take effect earlier than the end of the month in which it is given, nor earlier than the date of the disruption of the St. Louis or Chicago contract as above provided. The date of the discontinuance of this agreement shall be decided by the Commissioner under the foregoing covenants; and the parties hereto agree to make full and complete settlements to said date so fixed, in exact accordance with the terms hereon.

Discontinuance of contract.

75—Article Six was amended to provide that when rates are advanced or reduced, the amount of tonnage needful to equalize gross earnings should be divided without reference to any assumed cost.

Tonnage to equalize gross earnings.

76—Messrs. G. R. Blanchard and L. D. Richardson were chosen arbitrators to award percentages in the dead freight division, and it was provided that in case of their failure to agree, they should have the power to appoint a third arbitrator. It was agreed that arguments should be in the hands of the arbitrators not later than Saturday, March 13th; that the argument of any one member shall not be submitted to the others for answer, and that the arbitrators be empowered to call for any additional facts from members of the committee.

Arbitrators to award percentages.

It was agreed that the diversion of traffic for the equalization of February balances be left with the Commissioner.

Adjourned subject to the call of the Commissioner.

G. R. BLANCHARD,

COMMISSIONER.

W. A. BRUBAKER,

SECRETARY.



# CENTRAL TRAFFIC ASSOCIATION.

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## PROCEEDINGS

OF THE

### INDIANAPOLIS COMMITTEE,

AT THE

BATES HOUSE, INDIANAPOLIS,

FRIDAY, MARCH 5, 1886.

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#### Present:

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J. N. McCullough, Vice President,	}	Pennsylvania Co.
D. S. Gray, General Western Manager, Star Union Line		
Wm. Stewart, General Freight Agent,		
F. H. Kingsbury, Assistant General Freight Agent,		
G. M. Beach, General Manager,	}	C. C. C. & I. Ry.
Edgar Hill, General Freight Agent,		
M. E. Ingalls, President,	}	C. I. St. L. & C. Ry.
H. J. Page, General Freight Agent,		
C. E. Henderson, General Manager,	}	I. B. & W. Ry.
H. C. Diehl, General Freight Agent,		
James Smith, General Traffic Manager,	}	Wabash Ry.
M. Knight, General Freight Manager,		
C. C. Waite, Vice-President and General Manager,	}	C. H. & D. Ry.
A. H. McLeod, General Freight Agent,		
W. H. McDoel, General Freight Agent, L. N. A. & C. Ry.		
G. R. Blanchard, Commissioner.		
M. L. Doherty, Joint Agent.		

The meeting convened at 10:30 A. M., and, on motion, Commissioner Blanchard took the chair. He asked if it was the pleasure of the meeting to take up the Chicago contract,

## INDIANAPOLIS COMMITTEE, MARCH 5, 1886.

with a view of adapting it to the local requirements at Indianapolis, and expediting the business of the meeting.

Mr. Ingalls said there were two questions only for the Managers to decide, and suggested that they consider and dispose of them without delay, leaving the details of the contract for the action of the General Freight Agents afterward. The two questions are, what is to be done with the old Indianapolis contract settlements, and what are the various percentages to be under the new contract. He thought the spirit of the meeting was, that a new contract cannot be established until the old one is out of the way. That matter disposed of, the question then comes up as to the percentages under the new contract, which he thought should be referred to arbitration.

The questions referred to by Mr. Ingalls were discussed at some length, and the following was ultimately passed, receiving a unanimous affirmative vote, the I. B. & W., however, voting aye, subject to approval of its President, viz.:

balances to be referred to arbitration

**77**—*Resolved*, That the question of what money payments shall be made in the settlement of the old Indianapolis contract under the provisions of the same, and all facts pertinent thereto, shall be referred to Messrs. Fink and Blanchard, who shall chose a third party, for arbitration; whose decision shall be final; and payments shall be made in accordance therewith.

Relative to the percentages to govern under the new contract, the following was unanimously adopted:

percentages to be referred.

**78**—*Resolved*, That Commissioners Blanchard and Richardson be, and they hereby are, appointed arbitrators to take up the matter of percentages from Indianapolis, and report their conclusions as quickly as convenient and possible.

The chairman said the contract would be referred to the General Freight Agents, with a request to report to the managers at 2 o'clock this afternoon.

The meeting thereupon took a recess to that hour.

INDIANAPOLIS COMMITTEE, MARCH 5, 1886.

AFTERNOON SESSION.

The General Managers convened at 2:30 P.M.

The General Freight Agents submitted to the Managers those clauses in the contract that were objected to, and explained the nature of the objections that had been urged.

Article I of the agreement was objected to by the C. C. C. & I., inasmuch as the Chicago, Wabash & Michigan Railway comes into Indianapolis over the Bee Line tracks, and, under their contract, are at liberty to take such freight out of Indianapolis to the seaboard as they see proper. The C. C. C. & I., therefore, objected to Article I, and to allowing the C. W. & M. Railway any portion of their percentage allotment.

It was explained to Messrs. Beach and Hill that, under the provisions of Article I, the question could be brought up at any time, and, if the C. W. & M. was found an element which justified such a demand, the C. C. C. & I. Company could demand a readjustment of its percentages at any time.

The C. C. C. & I. ultimately agreed to report and include this traffic in its proportion, reserving the right of presenting the question at any time.

Article III was referred to the Managers, and the following was adopted relative thereto:

**79**—*Resolved*, That all live stock from Indianapolis, in the initial territory, defined in Article III hereof, which is not pooled elsewhere, shall be reported to and included in the Indianapolis contract, but the live stock so included in other pools already formed shall be reported to the Commissioner with a view to ascertaining the effect of the same upon this agreement. Live stock.

Mr. Waite offered the following, which was adopted:

**80**—*Resolved*, That the local matter relative to what tonnage shall be included in this agreement be referred to the Commissioner and Joint Agent; that their report be submitted in writing; that this agreement as amended, be printed and sent to all parties interested; and that the next meeting of the Indianapolis General Managers be subject to the call of the Commissioner. Tonnage to be included.

INDIANAPOLIS COMMITTEE, MARCH 5, 1886.

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At the suggestion of the Commissioner it was

Transfers of freight. **81**—*Resolved*, That the orders of the Commissioner as to turning over freight shall be now recognized and complied with, the same to be made in his discretion as to quantities and without reference to percentages, until the percentages are agreed or awarded.

The meeting adjourned subject to the call of the Commissioner.

G. R. BLANCHARD,  
COMMISSIONER.

M. L. DOHERTY,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

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## PROCEEDINGS OF THE LOUISVILLE COMMITTEE, AT THE GALT HOUSE, LOUISVILLE, KY.

THURSDAY, MARCH 11, 1886.

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### Present:

Wm. Duncan, General Freight Agent, Ohio & Mississippi Ry.  
W. H. McDowell, General Freight Agent, Louisville, New Albany & Chi. Ry.  
R. W. Geiger, General Freight Agent, Jefferson, Madison & Indianapolis Ry.  
J. M. Culp, General Freight Agent, Louisville & Nashville R. R.  
H. F. Smith, Division Freight Agent, Louisville & Nashville R. R.  
S. Phillips, General Agent, Louisville, New Albany & Chicago Ry.  
J. R. Clark, General Agent, Ohio & Mississippi Ry.  
G. R. Blanchard, Commissioner.  
Robt. H. Campbell, Joint Agent.

The object of the meeting was one for conference with the Commissioner as to the organization of a traffic division at Louisville, under the agreement governing the Central Traffic Association. The agreements for similar organization at Chicago, Peoria, St. Louis, Indianapolis and Cincinnati were referred to and fully explained by the Commissioner. After an informal exchange of views as to organization at Louisville, with the general freight agents

Objects of  
meeting.

LOUISVILLE COMMITTEE, MARCH 11, 1886.

present and representing initial lines, the meeting was organized by selection of G. R. Blanchard as Chairman, and Robt. H. Campbell, Secretary. A printed copy of the Cincinnati Agreement was then taken up and read section by section, and such changes made by the Chairman as were suggested and agreed upon by the Louisville general freight agents as a proper form of agreement for their organization. The agreement, with the changes as noted by the Chairman, and approved by the general freight agents, and to include Jeffersonville and New Albany and southern traffic as defined in the agreement, was as a whole unanimously adopted as the agreement for organization at Louisville, and the Commissioner was authorized and instructed to edit and prepare printed copies of the contract in conformity thereto, and send two copies to each of the parties present. It was agreed that the contract take effect as of March 1st, 1886.

Contract discussed and adopted.

Tonnage reports presented.

Selection of arbitrators to fix percents.

82—Upon motion reports of tonnage from Louisville City for year 1885, via the Louisville, New Albany & Chicago R'y, and by the Joint Agent of the three lines in present Louisville Pool, were presented and discussed. As the reports were not found sufficient as to all points, and traffic agreed to be subject to division in Article Three of Louisville Agreement, a proper per-cent. division of the competitive tonnage between the four initial lines parties to the Louisville Agreement could not now be determined. After an exchange of views and full discussion it was unanimously agreed to refer the question of a proper per-cent. division between initial lines at Louisville, Jeffersonville and New Albany to G. R. Blanchard, Commissioner, and Robt. H. Campbell, Joint Agent, and the two jointly to select a third party, not a resident of Louisville, as Arbitrators, and the per cents. as fixed by them to be accepted by all the parties to the Louisville Agreement, according to the terms and conditions as are provided for in the agreement made this day at Louisville.

LOUISVILLE COMMITTEE, MARCH 11, 1886.

Traffic statements  
to be submitted to  
arbitrators.

83—It was further unanimously resolved that statements of the traffic of all the parties hereto for the calendar years 1883, 1884 and 1885, shall be prepared under the supervision and approval of Joint Agent Campbell, in strict conformity to the definition of initial and terminal points and territory this day agreed to, and that the said statements, certified correct by the several agents of the parties, will be submitted to the Arbitrators at the earliest day practicable.

On motion meeting adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

ROBT. H. CAMPBELL,  
SECRETARY.

## APPOINTMENT OF PERCENTAGE COMMITTEE, FEB. 25, 1886.

## CIRCULAR No. 1.

NEW YORK, February 25, 1886.

## EAST-BOUND PERCENTAGE COMMITTEE.

By authority of the Central Traffic Association and the Trunk Line Executive Committee, the following Percentage Committee is hereby respectfully announced:

James Smith, Chairman, General Traffic Manager, W. St. L. & P. R'y.  
 John B. Carson, Vice President and General Manager, L. N. A. & C. R'y.  
 G. G. Cochran, General Freight Agent, N. Y. P. & O. R. R.  
 H. H. Courtright, General Freight Agent, Chicago & Alton R. R.  
 Wm. Duncan, General Freight Agent, Ohio & Mississippi R'y.  
 H. C. Diehl, General Freight Agent, I. B. & W. R'y.  
 D. S. Gray, representing P. C. & St. L. R'y, and Pennsylvania Co.  
 Edgar Hill, General Freight Agent, C. C. C. & I. R'y.  
 H. W. Hibbard, General Freight Agent, Vandalia Line.  
 M. E. Ingalls, President, C. I. St. L. & C. R'y.  
 J. T. R. McKay, General Freight Agent, L. S. & M. S. R'y.  
 A. Mackay, General Freight Agent, Michigan Central R. R.  
 A. H. McLeod, General Freight Agent, C. H. & D. R. R.  
 G. B. Reeve, Traffic Manager, Chicago & Grand Trunk R'y.  
 E. P. Ripley, General Freight Agent, C. B. & Q. R. R.  
 G. B. Spriggs, General Freight Agent, New York, Chicago & St. Louis R'y.  
 Wm. Stewart, General Freight Agent, Pennsylvania Co.  
 Wm. M. Sage, General Freight Agent, C. R. I. & P. Ry.  
 C. S. Wight, Assistant General Freight Agent, Baltimore & Ohio R. R.

The duties devolved upon this committee are the consideration of eastbound percentages, as follows:

percentages for  
short hauls.

84.—*First.* To report a uniform basis of maximum allowances, by percentage, or cents per 100 lbs, or both, for the short hauls of connecting lines to any junction where two or more connections compete, and to different, yet competing junctions; said junction points to be based on the Chicago unit.

## APPOINTMENT OF PERCENTAGE COMMITTEE, FEB. 25, 1886.

85—*Seconda.* To recommend percentages on the Chicago basis from new junction and crossing points, or alterations in the percentages which have been heretofore announced from any points.

Percentages from  
new junction point

86—*Third.* To revise and recommend a basis of percentages from points at a greater distance from New York than is Chicago, including those upon the Mississippi River.

Percentages from  
points at greater  
distance than  
Chicago.

It is generally recognized that while many old forms of concessions from rates are prohibited, and have largely ceased under the new contracts of the Trunk Lines and of the Central Traffic Association, the following are continued with equally disturbing and serious results:

87—*First.* Adopting percentages at new crossings which were made for other points having dissimilar distances.

88—*Second.* Extending the St. Louis percentage to Mississippi River points, and the Chicago percentage to various interior points, regardless of the distance principle, or the effects of percentages and rates so made upon the rates and percentages from other places.

The action of this committee will be submitted to the Joint Committee for amendment or confirmation.

In view of the importance of the questions involved, prompt action is respectfully urged upon the committee.

G. R. BLANCHARD,  
COMMISSIONER.

# CENTRAL TRAFFIC ASSOCIATION

## PROCEEDINGS

OF THE

EAST-BOUND PERCENTAGE COMMITTEE,

AT THE

COMMITTEE ROOMS, CHICAGO,

THURSDAY, MARCH 18, 1886.

### Present:

Jas. Smith, Chairman, General Traffic Manager, W. St. L. & P. Ry.  
A. Mackay, General Freight Agent, Michigan Central R. R.  
W. H. McDoel, General Freight Agent, L. N. A. & C. Ry.  
G. G. Cochran, General Freight Agent, N. Y. P. & O. R. R.  
H. H. Courtright, General Freight Agent, Chicago & Alton R. R.  
Wm. Duncan, General Freight Agent, Ohio & Mississippi R'y.  
H. C. Diehl, General Freight Agent, I. B. & W. R'y.  
Wm. Borner, } representing } D. S. Gray, W. M., }  
D. T. McCabe, } Wm. Stewart, G. F. A. } Pennsylvania Co.  
Edgar Hill, General Freight Agent, C. C. C. & I. R'y.  
H. W. Hibbard, General Freight Agent, Vandalia Line.  
H. J. Page, representing M. E. Ingalls, President, C. I. St. L. & C. R'y.  
J. T. R. McKay, General Freight Agent, L. S. & M. S. R'y.  
A. H. McLeod, General Freight Agent, C. H. & D. R. R.  
G. B. Reeve, Traffic Manager, C. & G. T. R'y.  
E. P. Ripley, General Freight Agent, C. B. & Q. R. R.  
Wm. M. Sage, General Freight Agent, C. R. I. & P. R'y.  
G. B. Spriggs, General Freight Agent, N. Y. C. & St. L. R'y.  
A. P. Bigelow representing C. S. Wight, A. G. F. A., Baltimore & Ohio R.R.

There were also present:

W. C. Hobbs, Assistant General Freight Agent, C. I. St. L. & C. R'y.  
Jno. Porteous, General Freight Agent, G. T. R'y.  
M. S. Chase, Assistant General Freight Agent, L. S. & M. S. R'y.  
W. S. Weed, General Freight Agent, L. E. & W. R'y.

## EAST-BOUND PERCENTAGE COMMITTEE, MAR. 18, 1886.

89—The Chairman called the meeting to order at 11 o'clock Remarks of Chairman.  
A. M., and said:

Gentlemen,—The object of this meeting is, as expressed in the circular letter of the Commissioner, under date of February 25th, announcing the appointment of the Percentage Committee,

*First.* To report a uniform basis of maximum allowances by percentages, or cents per 100 pounds, or both, for the short hauls of connecting lines to any junction where two or more connections compete, and to different, yet competing junctions,—said junction points to be based on the Chicago unit.

*Second.* To recommend percentages on the Chicago basis from new junction and crossing points, or alterations in the percentages which have been heretofore announced from any points.

*Third.* To revise and recommend a basis of percentages from points at a greater distance from New York than is Chicago, including those on the Mississippi.

The committee has been selected with a view of securing a full representation of all the principal roads in the Association west of the Trunk Line terminals, principally interested in the questions submitted for your action; the principles involved are of great importance, and it is desirable that pet theories and policies of individual members should be abandoned where they come in conflict with the general good, or the principal objects of the Association, and these are:

*First.* A strict observance of fixed and remunerative rates.

*Second.* The removing of all cause for complaint because of unjust discrimination in rates, in favor of or against localities or individuals.

*Third.* By a fair and equitable division of tonnage or revenue, as between the members; and this can be attained in a great measure by a strict maintenance of agreed rates, and confining each road within the territory that legitimately belongs to it.

## EAST-BOUND PERCENTAGE COMMITTEE, MAR. 18, 1886.

The business public are satisfied to pay a profitable rate to the carrier—they seldom complain of extortion, and certainly have had no reason to complain of high rates for a long time past; but do complain bitterly, and with good reason, of discriminations caused by the vain attempt of one road to over-reach another by cutting rates, and other irregular practices, to secure business naturally tributary to other lines; a temporary advantage may be gained by such action, but the cut rates are met, further reductions follow, unsettling values and discriminating against the surrounding territory—foolishly sacrificing revenue, and frequently resulting in ruin to many.

It is of these rapidly fluctuating rates and discriminations that the public complain; and railroad wars and ruinous rates, for which the roads alone are responsible, have educated the public, and many officers and agents as well, to consider a reasonable remunerative rate as extortion. The public look with a jealous eye upon all Railroad Associations or Pools, and for the simple reason that they do not clearly understand, or are misinformed, as to their true object; but, when they have become convinced that the primary object is to secure stable and reasonable rates, treating all alike under like circumstances, we will have their support, and there will be less unfriendly legislation.

In fixing percentages and equalizing rates, it does not necessarily follow that you should reduce to the lowest now in effect; the discriminating irregularities can be removed, and the interests you represent be better served, by advancing at many points rather than reducing others.

Your action will be submitted to the Trunk Lines for amendment or approval, and it is desirable that the report should be as nearly unanimous as possible.

Mr. Diehl thought the second subject named in the call for the meeting should be first considered, and offered the following:

*Resolved*, That the principle of arranging percents on east-bound Trunk Line Traffic from junctions and crossing points, shall be not less than upon the Chicago basis of actual mileage.

The resolution was seconded by Mr. Hibbard, and, after discussion, was withdrawn.

Mr. A. Mackay offered the following, seconded by J. T. R. McKay, and agreed to:

**90**—*Resolved*, That the meeting will now take up the matter of what the percentages of rates shall be from points west of Chicago, which are a greater distance from New York than Chicago, including both the points from which we now have a basis, and also those not provided for taking Chicago as a unit.

Per cents from points east of Chicago.

On motion of Mr. Duncan it was

**91**—*Resolved*, That the list of percentages now in force be read, and that any party may raise objection to any existing percentage; such objection to be noted by the Secretary. That any suggestions as to additional points be then made and noted, and that subsequently the committee proceed to take up each point in order.

List of per cent read.

The Chairman read from the percentage table the points having the same or a greater percentage than Chicago, and the percentage of the following named points were objected to: Dwight, Joliet, Peoria, Seneca, Streator, and Mississippi River points.

Points objected.

On motion of Mr. A. Mackay it was

**92**—*Resolved*, That Savanna, Ill., and East Clinton, Ill., be placed upon a percentage basis.

Savanna, Ill.  
East Clinton, I.

On motion of Mr. Hibbard it was

**93**—*Resolved*, That a committee of eleven be appointed by the Chair, to revise the eastbound percentage table and prepare a list of points, showing the distances on which the percentages are based, and report to this meeting at 4 o'clock.

Sub-committee

The Chair appointed, as the sub-committee, Messrs. J. T. R. McKay, Diehl, Hibbard, Cochran, McCabe, Court-right, Spriggs, Page, A. Mackay, Duncan, and Hill.

The Chairman laid before the Committee a communication from the Commissioner, enclosing a memorial from the Transportation Committee of the Peoria Board of Trade, to which he asked the attention of the Committee.

Memorial of I  
Board of Trade

## EAST-BOUND PERCENTAGE COMMITTEE, MAR. 18 TO 24, 1886.

On motion the Committee took a recess until 4:00 o'clock.

The Sub-committee not being prepared to report at 4:00 o'clock, the Committee adjourned to meet at 10:00 A. M. next day.

## SECOND DAY.—FRIDAY, MARCH 19TH, 1886.

The Committee met pursuant to adjournment.

Report of  
Sub-committee.

94.—The Sub-committee, to whom was referred the revision of the eastbound percentage table, reported through its Chairman, Mr. J. T. R. McKay, that they had labored faithfully in the matter referred to them, but were not ready to report, and asked for more time to complete their report.

Mr. Duncan moved that the Sub-committee be allowed more time, and that when the Committee adjourns it adjourn to meet at Chicago, at 2 o'clock, Tuesday, March 23d, which motion was agreed to, and the Committee then adjourned.

## THIRD DAY.—WEDNESDAY, MARCH 24TH, 1886.

Percentage Committee met at 1 o'clock, at the committee rooms.

Sub committee not  
ready to report

95.—The Sub-committee reported progress, and asked for further time, which was granted, with the understanding that when ready to report the Chairman of the Sub-committee would notify the Chairman of the General Committee.

The meeting adjourned subject to the call of the Chair.

JAMES SMITH,  
CHAIRMAN.

C. H. McKNIGHT,  
SECRETARY.

## CIRCULAR No. 2.

CHICAGO, March 8th, 1886.

## APPOINTMENT OF ASSISTANT COMMISSIONER.

96—Mr. George H. Daniels has this day been appointed <sup>Appointment of  
Asst. Commiss.</sup> Assistant Commissioner of this Association, in immediate charge of the Passenger Department.

Correspondence relating to passenger subjects should be addressed to him at 205 La Salle Street, Chicago.

G. R. BLANCHARD,  
COMMISSIONER

## CIRCULAR No. 3.

CHICAGO, March 10th, 1886.

## CALL FOR GENERAL MEETING.

The managers of the companies in this Association are hereby respectfully requested to convene at the committee rooms of the Association, 205 La Salle Street, Chicago, at 10 A.M. Thursday, March 25th.

Call for genera  
meeting.

97—The following subjects will be presented for consideration:

Subjects for  
consideration.

In the Freight Department:

*First.* The audit and apportionment of the expenses of the Association, in accordance with a resolution of a meeting of February 4th, and the provision of a fund therefor.

*Second.* The division of expenses between the eastern and the western lines, in the offices of the Commissioner of the Trunk Lines, and of this Association.

*Third.* The percentages which are being considered by the Percentage Committee recently appointed.

## CALL FOR GENERAL MEETING.

*Fourth.* The practicability of making an additional traffic division, or divisions, to cover tonnage now passing eastward, around Chicago, Peoria and St. Louis.

*Fifth.* To receive the report of the Commissioner as to the work already accomplished in the formation of traffic divisions and contracts governing them, and the settlements, etc., thereunder.

In the Passenger Department:

*Sixth.* The consideration of the agreement of the Passenger Committee, and the discussion and adoption of the changes therein, or amendments or additions thereto.

*Seventh.* Action upon the restoration of passenger rates at all points.

*Eighth.* The consideration of an advanced basis of theatrical and special rates.

*Ninth.* The basis upon which rates shall be restored by differentials or otherwise.

*Tenth.* The payment of passenger commissions.

Generally:

*Eleventh.* The desirability of an Executive Committee for the Association.

*Twelfth.* Any other business pertinent to the foregoing subjects.

G. R. BLANCHARD,  
COMMISSIONER.

CIRCULAR No. 4.

CHICAGO, March 12th, 1886.

CHANGE IN DATE OF GENERAL MEETING.

Change of date  
of meeting.

**98**—As important engagements will prevent the attendance of some parties at the general meeting on the 25th inst., who advise me they can be here on the 24th, the call for the general meeting is hereby changed from the 25th to the 24th, one day earlier, at the same place and hour.

G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS  
OF THE  
CENTRAL TRAFFIC ASSOCIATION,  
AT THE  
COMMITTEE ROOMS, CHICAGO,

WEDNESDAY, MARCH 24TH, 1886.

—  
MORNING SESSION.

The following Companies were represented:

Baltimore & Ohio R. R.,	- - - - -	{ Orland Smith. C. S. Wight.
Chicago & Alton R. R.,	- - - - -	H. H. Courtright.
Chicago & Grand Trunk R'y,	- - - - -	{ W. J. Spicer. Geo. B. Reeve.
Chicago, Rock Island & Pacific R'y.	- - - - -	Wm. M. Sage.
Chicago & West Michigan R. R.,	- - - - -	J. B. Mulliken.
Cincinnati, Hamilton & Dayton R. R.,	- - - - -	A. H. McLeod.
Cincinnati, Indianapolis, St. Louis & Chicago,	- - - - -	H. J. Page.
Cincinnati, Washington & Baltimore R. R.,	- - - - -	{ Orland Smith. R. M. Fraser.
Cleveland, Columbus, Cincinnati & Indianapolis,	- - - - -	{ G. M. Beach. Edgar Hill.
Detroit, Grand Haven & Milwaukee R'y.	- - - - -	{ W. J. Spicer. G. B. Reeve.
Detroit, Lansing & Northern R. R.,	- - - - -	{ John B. Mulliken. W. A. Carpenter.
Evansville & Terre Haute R. R.,	- - - - -	{ D. J. Mackey. G. J. Grammer.
Grand Rapids & Indiana R. R.,	- - - - -	C. E. Gill.
Indianapolis & St. Louis,	- - - - -	{ G. M. Beach. Edgar Hill.
Indiana, Bloomington & Western R'y,	- - - - -	H. C. Diehl.

## CENTRAL TRAFFIC ASSOCIATION, MARCH 24, 1886.

Jeffersonville, Madison & Indianapolis R'y,	{ J. N. McCullough. D. S. Gray.
Lake Shore & Michigan Southern R'y,	{ J. T. R. McKay. Jas. G. James.
Louisville, New Albany & Chicago R. R.,	W. H. McDowell.
Lake Erie & Western R'y,	{ J. H. Cheney. W. S. Weed.
Michigan Central R. R.	{ H. B. Ledyard. A. Mackay.
New York, Pennsylvania & Ohio R. R.,	G. G. Cochran.
Ohio & Mississippi R. R.,	Wm. Duncan.
Pittsburgh, Ft. Wayne & Chicago R'y,	{ J. N. McCullough. D. S. Gray.
Pittsburgh, Cincinnati & St. Louis R'y,	{ F. H. Kingsbury. C. E. Cole.
Chicago, St. Louis & Pittsburgh R'y,	H. C. Parker.
Peoria, Decatur & Evansville R. R.,	{ E. F. Leonard. H. D. Gould.
Toledo, Peoria & Western R. R.,	H. W. Hibbard.
Vandalia Line,	{ James Smith. M. Knight.
Wabash, St. Louis & Pacific R'y,	
G. R. Blanchard, Commissioner.	

There were also present:

T. C. Moore, Joint Agent, Chicago.  
H. S. DePew, Joint Agent, St. Louis.  
W. A. Brubaker, Joint Agent, Peoria.

The following companies, members of the Association, were not represented:

Chicago, Burlington & Quincy R. R.  
New York, Chicago & St. Louis Ry.  
Flint & Pere Marquette R. R.  
Louisville & Nashville R. R.  
Indianapolis, Decatur & Springfield R. R.

Meeting called to order.

Expenses of the Association.

The Commissioner called the meeting to order at 11 o'clock, and stated that the parties were present pursuant to a circular of March 10th, and that the first subjects to be considered were in the freight department. First on the call was "The audit and apportionment of the expenses of the Association in accordance with a resolution of the meeting of February 3d, and the provision of a fund therefor." In

accordance with that resolution assessments for February expenses had been made on the various companies members of this Association, and, except in a few instances, had been paid. The plan that has been adopted so far is that the ex-penses of the Joint Agents at the different points are to be paid by the roads at those points, but paid upon the audit of the central office of this Association, and the general accounts had been apportioned in accordance with the rule that has prevailed in Commissioner Fink's office.

The Commissioner stated that in the Trunk Lines organization it has been provided that a fund shall be put in the hands of their Commissioner to meet its current expenses, and requested that a similar fund be placed in his hands.

The following resolution was thereupon adopted:

**99**—*Resolved*, That a fund of five thousand dollars is hereby provided to be \$5,000 expense placed in the hands of the Commissioner to meet the necessary current expenses of his office.

The Commissioner stated that on account of the divers important questions constantly arising, and the necessity for frequent counsel, either there should be a regular monthly meeting of the Association, or that an Executive Committee should be formed similar to that of the Trunk Lines, and the two Executive Committees would then constitute the Joint Committee contemplated by the Trunk Line Agreement.

Appointment o  
Executive Com  
mittee.

The following was unanimously adopted:

**100**—*Resolved*, That an Executive Committee be appointed, to consist of one member to represent each contract point, the companies parties to each contract to elect its member, and to the members so elected the Commissioner may have the right to add not more than three members to represent roads or points not yet contracted.

The Commissioner asked that an Auditing Committee be appointed, and submitted the statement of expenses for the month of February for approval, stating that they were a little larger than would be current, on account of the purchase of furniture, extra printing, etc.

## CENTRAL TRAFFIC ASSOCIATION, MARCH 24, 1886.

On motion of Mr. Gray, seconded by Mr. Duncan, it was

Auditing Committee.

101—*Voted*, That the Executive Committee constitute the Auditing Committee, and examine and approve the accounts and vouchers of salaries and expenses submitted by the Commissioner.

Uniform reports from Joint Agents.

102—The Commissioner stated that in calling the Joint Agents together he discovered that they were all using different forms of daily reports, and he had provided for the reports to be uniform. Uniform blanks had therefore now been provided, and a large number ordered. In all of the printing of the Association bids had been required from responsible firms, and in every case the work had been given to the lowest bidder, upon due certificates of the printers that the number of blanks charged for were printed and delivered. He also submitted the various bids for examination.

Conference with Mr. Fink as to expenses.

103—The Commissioner reported that, in compliance with the direction of the Association, he had conferred with Commissioner Fink as to the division of the joint expenses of the Central Traffic Association and the Trunk Line Organization, and also involving what part of the expenses of each the Commissioner in the other office should pay. The Commissioner stated that Commissioner Fink had placed at his disposal, and he had carefully examined, the various accounts, pay-rolls, vouchers, etc., and, as a result of the conference, and the new basis agreed upon, there would be a saving in the charges to western roads in the Freight Department of \$1,507.48 on the basis of the February expenses, and in the Passenger Department of \$789.00, or a total of \$2,296.50 per month, equivalent to an annual sum of \$27,558.00 at the same ratio.

Reduction of expenses in Mr. Fink's office.

The Commissioner further reported as a part of the same subject that there were still equivalent to the services of seventeen clerks in Mr. Fink's office working exclusively upon east-bound traffic, and whose expenses were still to be

paid by the Central Traffic Association. He suggested that inasmuch as way-bill abstracts were now made out in the offices of the Joint Agents and forwarded to New York to be checked up and then tabulated, and distributed from the New York office to the western roads, it would save time and probably expense to remove those clerks to Chicago, so far as requisite to check up and correct way-bills for errors in weight, classification and percentages, etc., here, and by this means secure the earlier supervision, prompt action within the territory of the Association itself, and, it was hoped, equal efficiency.

Messrs. Ledyard, Gray, Beach, and others, expressed views coinciding with those suggested by the Commissioner.

Mr. Gray offered the following motion, seconded by Mr. Ledyard:

**104**—That, so far as the transfer of clerical force is requisite to check properly the way-bills and returns of the Joint Agents, relating to east-bound business, these clerks and their salaries and expenses be transferred from the Commissioner's office in New York to the Commissioner of the Central Traffic Association.

Transfer of M  
Fink's abstra  
clerks to Chic

The motion was unanimously agreed to.

Referring to the question of the expenses of the Trunk Line commission assessed against the western roads, Mr. Ledyard questioned its equity, since the Trunk Lines did not participate in the expenses of the Central Traffic Association, although they were in many instances benefited as much as the western roads. The Commissioner explained that the Trunk Line commission was constantly making abstracts showing the distribution of the business from the Trunk Lines passing into the western territory, and that that work substantially offset the expenses sustained by the Central Traffic Association on work that benefited the Trunk Lines as well as themselves.

It was

**105**—*Resolved*, That the question of the further reduction of the expenses of the western lines, in the office of the Commissioner of the Trunk

Further red  
referred to E  
tive Committe

## CENTRAL TRAFFIC ASSOCIATION, MARCH 24, 1886.

Lines, shall be referred to the Executive Committee of the Central Traffic Association, with a view of discontinuing the payment of all salaries and expenses in New York, as far as it is expedient and practical to so do, and report as early as practicable.

The Commissioner announced the change of the office of the Central Passenger Committee to Chicago, and stated that Mr. Daniels, the Chairman, had reported that the Committee, by the accession of new and the return of old members, was now upon a better foundation than ever before.

a of rentals  
harged to  
l Passenger  
ittee.

**106**—It was decided to be proper to charge a portion of the expenses of the rental of offices, etc., to that Committee.

The Commissioner reported that he had appointed Mr. George H. Daniels as the Assistant Commissioner in charge of the Passenger Department, and it was moved and agreed that the appointment of Mr. Daniels be confirmed.

The Commissioner stated that he had taken, provisionally, a room on the fifth floor of the Home Insurance Building, about 1,000 feet square, at a rental of one thousand dollars per annum, and desired that the Association authorize him to now perfect the lease of the general offices.

It was then

of rooms  
ized.

**107**—*Voted*, That the Commissioner be authorized to sign the lease of the rooms of the Association, on the fifth floor of the Home Insurance Building, at the rentals reported.

The motion was unanimously agreed to.

The statements of expenses which have been sent out, apportioning the expenses of this association among the various roads members—not providing for the participation in these expenses by the C. I. St. L. & C. R'y, L. & N. R. R., C. R. I. & P. R'y, C. B. & Q. R'y, Flint & Pere Marquette R'y, and I. D. & S. R'y, those roads having signified their willingness to participate, it was

tionment  
enses.

**108**—*Voted*, That the apportionment of expenses among the above-named roads be left to the Commissioner and the Executive Committee to adjust, after conference with the companies in interest.

109—The action of the Commissioner in having a Western Union wire put in his office, at an expense of \$100 per year, the Central Traffic Association to pay the salary of an operator, was approved.

W. U. connection  
approved.

The Commissioner reported that the Trunk Line Committee had urged him to use all efforts to secure prompt action upon the adjustment of eastbound percentages and divisions of through rates, and called for a report of the Percentage Committee.

Percentage Com  
mittee report.

Mr. James Smith, Chairman of that committee, then reported some progress, but owing to the comprehensiveness of the work, they would require more time. The question was in the hands of a sub-committee, which was revising the scale and adding to the number of points, and when they had finished their labors on that branch of the subject, would take up other sections, and report as speedily as practicable.

The Commissioner then reported the work already accomplished in the formation of traffic divisions and contracts governing them, and the settlements, etc., thereunder. He said that the six points that were originally covered by the contract in Mr. Fink's office are all now agreed. The question of the old differences at Chicago was referred to Mr. Fink, and under his decision the old balances have been arbitrated, and the money paid and received by the parties.

Agreements ma

110—At Indianapolis the question of the old balances was referred to Mr. Fink and himself. The reports relating thereto have been signed by them, and are ready for distribution to the Indianapolis roads interested.

Old balances.

The question of the old Cincinnati differences should have been decided simultaneously with Indianapolis, but was not brought up at the Cincinnati meeting. Since then some of the parties had urged the adjustment of old balances, and such request should be complied with. Data for the balances at that point are being prepared.

## CENTRAL TRAFFIC ASSOCIATION, MARCH 24, 1886.

At St. Louis the question of the old balances had been referred to Mr. De Pew, the Joint Agent, and the Commissioner.

At Peoria Mr. Richardson and himself were named as a committee to arbitrate. At Indianapolis Mr. Doherty and himself were appointed a committee to decide what would constitute Indianapolis "city" and "beyond" business.

The Commissioner further reported that he had asked the representatives of the roads from Milwaukee, Toledo, Detroit and Cleveland to consent to a meeting, to get data, etc., looking towards the formation of traffic divisions from these points, and urged upon the Association the necessity of their co-operation.

The following was then agreed to:

ation of new agreements  
lized.

111—*Resolved*, That, in addition to the traffic division required in the former organization of the Central Traffic Association, the Commissioner is directed to proceed as rapidly as practicable with like agreements at Milwaukee, Detroit, Cleveland and Toledo, and to report what other divisions are required at interior points.

Chicago & Atlantic  
Railway.

112—Under the terms of the contract it is understood that the Chicago & Atlantic Railway is to be treated as if it were a road outside of and inimical to the spirit of this Association.

The death of General J. H. Devereux, at Cleveland, on the 17th day of March, 1886, having been announced by President Ledyard of the Michigan Central Company, in suitable and feeling remarks, the following committee was upon his motion appointed to draft and report resolutions appropriately expressive of the sentiment of the members of this Association: H. B. Ledyard, G. M. Beach, J. N. McCullough, Orland Smith and G. R. Blanchard.

That committee reported as follows:

lutions of  
athy on death  
Devereux.

113—WHEREAS, The dispensations of Providence have removed from the walks and toils of men our esteemed associate, General John Henry Devereux, late the President of the Cleveland, Columbus, Cincinnati & Indianapolis Railway; and,

WHEREAS, The members of this organization desire to express their individual and associated sorrow at the sad intelligence, it is therefore hereby

CENTRAL TRAFFIC ASSOCIATION, MARCH 24, 1886.

111  
to  
115

*Resolved*, That by his death American railways lose a devoted and faithful laborer, an upright and capable officer and debater, a mind of peculiarly equitable purpose, and a wide and mature experience and counsel which were devoted to the interests of railway and public co-operation and harmony.

*Resolved*, That we feel the yet greater loss of his personal characteristics. His amiability of temperament, his cordial manner, his considerate and encouraging kindness for those about him in lesser stations, his manly separation of business differences from social esteem, his ready helpfulness of heart and hand, and the purity of his private life, all created and sustained that deep personal regard which is a man's truest monument.

*Resolved*, That this meeting expresses to his bereaved family a sincere and respectful condolence.

*Resolved*, That one copy of these resolutions, properly engrossed, be sent to his widow, and another to the Secretary of the railway company in whose service his busy and efficient public life ended.

The Commissioner presented the question as to how far the Central Traffic Association will deliver its traffic to roads in the Trunk Line agreement, and submitted the action of the Trunk Line Executive Committee at its meeting in New York on the 19th inst:

114—*Resolved*, That the roads in the Central Traffic Association be and are hereby requested that, in their contracts for division of traffic destined to points east of the Trunk Lines western termini, they shall, so far as practicable, distribute their traffic to the lines parties to the trunk line contract, and that in turn the Trunk Lines will agree to make similar arrangements to western points beyond their western termini, with the Railways in the Central Traffic Association.

Distribution of  
Bound Traffic  
Trunk Line re-  
agreement re-  
quested.

The Commissioner urged that this Association take concurrent action, and, on motion of Mr. Ledyard, seconded by Mr. McCullough, it was

115—*Resolved*, That the lines in the Central Traffic Association hereby declare that their practical working arrangements, percentages, through rates and freight lines from and to points east of the Trunk Line western termini, shall be operative as far as they can be legally made so, only via the routes of the lines that may from time to time be parties to the Trunk Line agreements, with the understanding that the Trunk Lines in turn make their similar arrangements from and to western points west of their western termini, preferentially with the Western Railways in the Central Traffic Association, which operate eastwardly via the said contracting Trunk Lines.

Working arr-  
ements, etc., v  
parties to T.  
agreement.

## CENTRAL TRAFFIC ASSOCIATION, MARCH 24, 1886.

~~Chesapeake & Ohio.~~ 116—The Commissioner reported his various conferences with the Chesapeake & Ohio road, and stated that it had agreed to report its through tonnage for 1885, provided the Trunk Lines would make a similar report for the same year, with a view, after the exchange of such statistics, of establishing and maintaining harmonious relations; also, that he had held a conference with Mr. Huntington, and another would take place as soon as the proper data could be exchanged, and the result would be reported to the Association.

~~Passenger business.~~ The Commissioner suggested that the afternoon session of the Association consider Passenger business. He presented the contract for the conduct of passenger traffic, and stated that the contract revised by Mr. Daniels and himself, which has been under discussion at the Grand Pacific Hotel for two days, was to be considered. The attitude of the Chicago & Atlantic road was reported, and the conferences and correspondence with the officers of that company were stated. He also stated that one cause of the demoralization of rates was the placing of tickets in the hands of scalpers at Columbus, but that had been substantially corrected by the Chicago & Atlantic Company.

The Commissioner stated he was asked at New York by the Trunk Lines, with reference to their statistical department, to make a ruling upon this question: "How is Peoria traffic forwarded via Chicago, St. Louis & Western Railway, and not reported in Peoria division, to be treated--in or excluded?" and he ruled it was to be regarded in the Chicago division. To this ruling the Chicago & Grand Trunk Railway had protested, and a letter was read from Traffic Manager Reeve on that subject.

~~1 traffic via  
L. & W. to  
be included in  
Chicago division.~~

117—After discussion, it was agreed that the ruling of the Commissioner be sustained, that such traffic shall go into the Chicago tonnage division.

On motion of Mr. Gray, seconded by Mr. Ledyard, it was

**118**—*Resolved*, That any Railroad or Railway Companies, members of the Central Traffic Association, and parties to its contract divisions at present existing or that may be hereafter formed within its territory, which railways receive competitive traffic at any junction or crossing points east of the initial contract point from any railroad not a party to the Traffic Contract or Contracts covered by the Central Traffic Association, shall report such traffic fully to the Commissioner, to the end that correct information shall be had as to the amount and destination of such traffic, and that it may be dealt with by this Association, or by its Executive Committee, hereafter as it may be deemed proper.

Traffic at Jun  
points to be  
reported.

The Chicago & Alton not voting.

The Percentage Committee having asked for further instructions, it was

**119**—*Resolved*, The Percentage Committee is hereby instructed that it is the sense of this meeting that in formulating percentages referred to it, the shortest available and workable routes shall be used as the general rule to govern, yet with due regard to the adjustment of relative percentages at different yet adjacent points, where, because of varying distances from each via different routes, this fixed rule might work inequitably.

Instructions  
Percentage  
Committee.

The meeting then took a recess until 2:30 P.M.

#### AFTERNOON SESSION.—WEDNESDAY, MARCH 24TH.

The meeting was called to order at 2:30 P.M.

The following Companies were represented:

		Representati present.
Baltimore & Ohio R. R. - - - - -	{ Orland Smith, V.-P. C. K. Lord, G. P. A.	
Chicago & Grand Trunk R'y, - - - - -	{ W. J. Spicer, G. M. Geo. B. Reeve, T. M.	
Chicago, St. Louis & Pittsburgh R. R. - - - - -	{ J. N. McCullough, V. P. E. A. Ford, G. P. A.	
Cincinnati, Indianapolis, St. Louis & Chicago, - - - - -	John Egan, G. P. A.	
Cleveland, Columbus, Cincinnati & Indianapolis, - - - - -	{ G. M. Beach, G. M. A. J. Smith, G. P. A.	
Cincinnati, Hamilton & Dayton R'y, - - - - -	Sam'l Stevenson, G. T. A.	
Cincinnati, Washington & Baltimore R'y, - - - - -	{ Orland Smith, Prest. C. K. Lord, G. P. A.	
Chicago & West Michigan R'y, - - - - -	J. B. Mulliken, G. M.	
Detroit, Lansing & Northern R'y, - - - - -	{ J. B. Mulliken, G. M. W. A. Carpenter, G.P.&F.A.	
Detroit, Grand Haven & Milwaukee R'y, - - - - -	{ W. J. Spicer, G. M. Geo. B. Reeve, T. M.	

## CENTRAL TRAFFIC ASSOCIATION, MARCH 24, 1886.

Grand Trunk,	William Edgar, G. P. A.
Indiana, Bloomington & Western R'y,	H. M. Bronson, G. P. A.
I. D. & S. R'y,	J. S. Lazarus, G. P. A.
Indianapolis & St. Louis R'y,	{ G. M. Beach, G. M. A. J. Smith, G. P. A.
Jeffersonville, Madison & Indianapolis R'y,	{ J. N. McCullough, V. P. E. A. Ford, G. P. A.
Lake Shore & Michigan Southern R'y,	W. P. Johnson, G. P. A.
Lake Erie & Western R'y,	{ J. H. Cheney, Receiver. G. W. Smith, G. P. A.
Michigan Central R. R.	{ H. B. Ledyard, Prest. O. W. Ruggles, G.P.&T.A.
Pennsylvania Co.,	{ J. N. McCullough, V. P. D. S. Gray, W. M., U. L. E. A. Ford, G. P. & T. A.
Pittsburgh, Cincinnati & St. Louis R'y,	{ J. N. McCullough, V. P. E. A. Ford, G. P. A.
Valley R'y,	R. A. Carran, G. F. & P. A.
Wabash, St. Louis & Pacific R'y,	{ Jas. Smith, G. T. M. F. Chandler, G. P. A.
G. R. Blanchard, Commissioner.	
George H. Daniels, Assistant Commissioner.	

Commissioner Blanchard in the Chair.

of the Pas-  
Agreement  
ed.

The Chairman requested Mr. Daniels to make a statement of the status of the Passenger Agreement, for the consideration of which this meeting was called.

Mr. Daniels briefly explained that at the last meeting questions had arisen regarding special points in the contract, which the General Passenger Agents had been unable to settle, and for that reason they had requested a meeting with the General Managers, in order that a satisfactory agreement might, if possible, be arrived at.

re' interpre-  
of the  
L

Statements were made by various members present regarding their interpretation of the contract, and their objections to certain parts of it.

Mr. Reeve made the following motion, which was seconded by Mr. Lord:

tials.

120—*Resolved*, That the same differential passenger rates be allowed from time to time by all routes on eastbound traffic, as are allowed on westbound of the same class between the same points, and that the said differentials be made a part of the agreement for the division of passenger traffic under the Central Traffic Association.

After discussion vote was taken and the motion lost.

The following was offered by Mr. McCullough, seconded by Mr. Ledyard:

**121**—*Resolved*, That the passenger rates eastbound to be charged by and via the different railways from the western points to points east of the Trunk Line termini, and the date the same shall take effect, are hereby referred to the Chicago Arbitrator and the Commissioner of this organization for decision; and the rates by them determined shall take effect as of such date as they may decide, and shall thereafter be maintained in good faith until changed in accordance with the passenger agreement of the Central Traffic Association.

Passenger fare  
date of taking  
referred to Ch  
Arbitrator and  
Commissioner.

After discussion the vote was taken and the motion was declared lost.

*Resolved*, That when this meeting adjourns, it be to meet at this place at 9:30 to-morrow morning, to take up the contract clause by clause.

Adopted.

The meeting adjourned to Thursday, at 10 A.M.

Adjourned.

## SECOND DAY.

### MORNING SESSION.—THURSDAY, MARCH 25TH.

Morning sessic

Meeting called to order at 10 A.M.

**122**—The Chairman stated that complying with a resolution adopted at the previous session, for the purpose of revising and adopting the Passenger Agreement, and to expedite matters he would read it by sections, and unless objections were made they would be considered adopted as read.

Passenger Ag  
ment, revision

It was agreed to strike out the words “Passenger Committee of the” from the preamble.

Preamble ame

Article One, Section A, was amended by inserting after the first word of the fifth line, “described,” the word “inclusive.”

Article One, S  
A, amended.

*Resolved*, That the words “Dunkirk” and “Erie” be stricken out from Section B of Article 1.

Article One, S  
B, amended.

Adopted.

## CENTRAL TRAFFIC ASSOCIATION, MARCH 25, 1886.

Section B, Article One, was also amended by inserting the words "Ashland and Charleston" after the word "Huntington."

~~Article Two, Section A, amended.~~

Article Two, Section A, was amended by striking out the words "Western termini of the Trunk Lines" and inserting in their stead the words "the various termini named in Section B of Article One."

~~Article Two, Section H, amended.~~

*Resolved*, That Section H of Article Two read as follows:

SEC. H. All passenger traffic which passes in either direction to, from or through Dunkirk, Erie or Cleveland, or to or from any western points named in all the preceding sections of this Article, or to or from any western points which may hereafter be agreed upon under Section One of this Article, and which traffic is competitive with any other route of any other party hereto, shall be reported to and included in a separate division by all routes.

Adopted.

~~Article Two, Section I, added.~~

The former Section H was then adopted as Section I.

~~Article Three, Section A, amended.~~

*Resolved*, That Section A of Article Three be amended to read as follows:

SEC. A. The fares for all traffic covered by this agreement shall be such as may be mutually agreed upon by the parties hereto, or failing in an agreement, such as may be temporarily adjusted by the Assistant Commissioner, according to the terms hereto, or such as may be decided by arbitration. In either event the fares so fixed shall be published in joint form by the Assistant Commissioner, and shall be maintained in perfect good faith by the parties hereto, until changed in accordance with the terms and conditions of this agreement. Each party hereto undertakes to fully control said rates on his own road.

Adopted.

~~Article Three, Section B, amended.~~

Section B of Article Three was amended to read by erasing the words "and" in the fourth line and "Arbitrator and" in the fifth line, and inserting the words "and the decisions of the Arbitrator" after the word "Commissioner." The last line of the same section was amended to read "for immediate and requisite action."

~~Article Four intended.~~

Article Four was amended by striking out from the first line the words "volume of," and inserting after the word "traffic" the words "herein referred to."

## CENTRAL TRAFFIC ASSOCIATION, MARCH 25, 1886.

Section E of Article Eight was amended by striking out from the first line the words "This Committee may from time to time appoint," and inserting the words "shall be organized" after the word "Sub-committees."

Article Eight,  
Section E, amend.

*Resolved*, That the following be entered upon the minutes, but not to be included in the agreement:

It is agreed that differences of time and facilities are proper subjects of argument and consideration in the fixing of fares by agreement, rulings or arbitration.

Differences of  
and facilities p  
subjects of arg  
ment in fixing

Adopted. (Mr. McCullough dissenting.)

Article Nine, Section A, the Commissioner was authorized to change so that it would accord with a similar section in the Freight Agreement. Section H of the same article was amended by substituting "Assistant Commissioner" for "Chairman."

Article Nine,  
Section A, amend

Section D of Article Ten, the last word of the third line, "shall," was stricken out, and "may" substituted.

Article Ten, S  
D, amended.

Section A, Article Eleven, was amended by adding the following: "It is, however, understood that nothing in this contract shall authorize the Commissioner or Assistant Commissioner to reduce established tariff fares."

Article Eleven  
Section A, amend

Section B of Article Eleven was amended by striking from the first line the words "differential fares or other," and inserting after the word "concessions" the words "in fares or otherwise." It was also agreed to add to Section B as follows: "Such action of the Commissioner to be subject to appeal to arbitration, but to be binding until the decision of the Arbitrator or Arbitrators shall have been promulgated."

Article Eleven  
Section B, amend

Section B, Article Fourteen, was amended by substituting "funds" for the words "joint purses" in the first line and for the word "purses" in the second line.

Article Fourte  
Section B, ame

The Commissioner was authorized to add in Article Eighteen a provision similar to one contained in the Freight Agreement, providing that members of this Association should use their influence in turning all business possible over to roads members of the Trunk Line Agreement, as they, in

Article Eighte  
amended

## CENTRAL TRAFFIC ASSOCIATION, MARCH 25, 1886.

turn, agree to turn their business over to roads members of the Central Traffic Association.

Hugh Riddle  
elected as  
arbitrator.

123—*Resolved*, That Mr. Hugh Riddle be elected as Arbitrator of the Passenger Department of the Central Traffic Association.

Adopted.

Article Twenty,  
date of April 1st  
inserted.

Agreement to relate  
to eastbound busi-  
ness only for the  
present.

Payment of  
commissions.

*Resolved*, That the date of April 1st be inserted in Article Twenty.

Upon the general understanding being had that the agreement would only relate to eastbound business for the present, as westbound fares could not be advanced by the first of April, the resolution was voted upon and declared carried.

*Resolved*, That the meeting adjourn, to meet within an hour and a half, and in the meantime the Commissioner be requested to formulate such a request to the western roads, regarding the payment of commissions, as he may think best, to be then presented to the meeting.

Adopted.

Afternoon session.

## AFTERNOON SESSION.—MARCH 25TH.

Meeting called to order at 3:45 P.M.

After some discussion regarding commissions, it was

Meeting of  
Managers and Gen-  
eral Passenger  
Agents called.

124—*Resolved*, That a meeting of the Managers of the Central Traffic Association, with their General Passenger Agents, be called for the consideration of all the questions in the Passenger Agreement, at the office of the Commissioner, on Wednesday, April 21st, at 10 A.M., and that, in the meantime, the portion of the contract relating to the payment of commissions be suspended.

Adopted.

*Resolved*, That the General Passenger Agents be excused, and permitted to convene immediately in Parlor 44 of the Grand Pacific Hotel, to take up the questions referred to them, with the Assistant Commissioner.

Adopted.

Adjourned at 4:15 P.M.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

## PROCEEDINGS OF THE CHICAGO COMMITTEE,

AT THE  
Committee Rooms, Chicago.

THURSDAY, MARCH 25, 1886.

### Present:

John Newell, President,	L. S. & M. S. R'y.
H. B. Ledyard, President,	M. C. R'y.
A. Mackay, G. F. A.,	
D. S. Gray, Western Manager Star Union Line,	Pennsylvania Co.
Orland Smith, Third Vice President,	B. & O. R. R.
C. E. Wight, A. G. F. A.,	
W. J. Spicer, General Manager,	C. & G. T. R'y.
Geo. B. Reeve, Traffic Manager,	
G. R. Blanchard, Commissioner,	
Thos. C. Moore, Joint Agent.	

The meeting was called to order at 4:15 o'clock.

The Commissioner laid before the Committee a message from Mr. Hickson suggesting slight changes in the reading of Article Two of the Agreement, on which he asked the sense of the Committee. It was though inexpedient to make the changes suggested.

The Commissioner stated that he had had an interview with Mr. Riddle, and had informed him that the agreement had been signed by representatives of all the companies interested, and had explained to him the nature of the questions on which he was expected to arbitrate. Mr. Riddle had said to him that he would be ready at any time to take up the matter. He had also telegraphed Mr. Riddle a request to

## CHICAGO COMMITTEE, MARCH 25, 1886.

meet the Committee to-day, but had learned that he was absent from the city and would not return till Friday. After discussion it was

Arbitration.

125—*Resolved*, That the Chicago Committee now agrees that it will assume that the preliminary meeting contemplated by Article Twenty of the contract has this day been held, and proceed immediately to arbitration; and that all necessary statistics, argument, etc., be submitted at a meeting to be called for that purpose Wednesday, April 14, at 10 A. M., at the Commissioner's office, and that the Arbitrator be requested to be then present. If any information or written or printed arguments are to be required, the Arbitrator can then demand them.

Conference with Committee of Chicago Board of Trade.

The Commissioner said he had been requested by the Trunk Line Executive Committee to represent them at a proposed conference with the Bill of Lading Committee of the Chicago Board of Trade, in Chicago, on the 26th inst., to consider a question raised by the Board of Trade Committee in reference to the clause in bills of lading designed to exempt carriers from loss by fire at depots, transfer points, and in transit.

It was

126—*Resolved*, That the Commissioner be authorized to represent the Chicago Committee at the same conference, and report the result to the members.

Freight loaded with dressed beef.

127—A letter from Mr. Moore, Joint Agent at Chicago, was submitted, requesting that he be allowed to include in the live-stock division all freight loaded with dressed beef or dressed meats billed at the dressed beef rates. It was so ruled, provided that all tonnage loaded in cars with dressed beef, which takes a higher rate than dressed beef, shall be put in the dead freight division, and that all articles other than dressed beef, to local points which are loaded in cars with dressed beef, shall be excluded.

128—The Commissioner said he had requested Mr. Moore to confer with the local agents looking to having freight which may be diverted on the last days of a month, and

CHICAGO COMMITTEE, MARCH 25, 1886.

125  
to  
130

not shipped until the first days of the succeeding month, billed as of the date on which it was diverted. Mr. Moore reported that the Chicago Sub-committee recommended that the way-bills of diverted freight should bear a notation—"the above freight diverted from the first receiving road during the preceding month."

Messrs. Gray and Ledyard thought there would be no trouble in dating the way-bills back.

The Commissioner stated that he would present the same matter to the various Joint Agents, and upon hearing from them advise the Committee what general and uniform rule should be adopted.

129—Another letter was presented from the Joint Agent Live stock less  
car loads. asking, "How shipments of less than car loads of live stock would be accounted for in the Chicago division."

It was ruled that the amount actually received shall be reported and included in the live stock division.

A telegram was submitted from Joint Agent De Pew, saying, "It is usual to reduce 11th class and lumber rates April 1st each year; will a reduction be made on the 1st proximo?"

A telegram from Mr. Guilford was read, which stated that a vote had been taken upon the same question by the Trunk Lines, but not being unanimous the question would have to be arbitrated.

130—The Commissioner stated that the Central Traffic Association had decided to provide for an Executive Committee, consisting of a representative from each of the contract points, with not more than three more to be appointed by the Commissioner to represent points not pooled, and desired the Chicago Committee to select its representative. Appointment  
member of  
Executive  
Committee.

Mr. Newell was thereupon elected such representative of the Chicago Committee on the Executive Committee.

CHICAGO COMMITTEE, MARCH 25, 1886.

The Commissioner presented the subject of weighing and inspection, and, on motion of Mr. Ledyard, it was

weighing and  
inspection to be  
stored.

131—*Resolved*, That the weighing and inspection system at Chicago be restored as soon as practicable.

The Commissioner reported that the old balances had all been paid, and that he had received checks for some of the drafts for gross excesses for January and February.

Mr. Ledyard inquired if there was any discussion on the reduction of rates in New York, and the Commissioner replied that a slight discussion took place, and the conclusion arrived at was, that on account of the reduction of rates which would follow in the interior, and pending getting our contracts into operation, etc., the consideration of the reduction ought to be postponed.

After discussion, it was

reduction in rates  
on eastbound  
traffic.

132—*Resolved*, That the Commissioner suggest to the Trunk Line Executive Committee, and ask their concurrence, that when the next reduction in rates on eastbound traffic takes place, it be but two and one-half cents per one hundred pounds on 13th class.

Minneapolis  
Millers' Ass'n.

133—The Commissioner submitted the correspondence between Mr. Hiland, of the Minneapolis Millers' Association and himself, to the effect that a reduction could not be granted exceptionally in favor of flour from that locality.

The action of the Chairman was approved.

It was ordered that the next meeting of the Committee take place on Wednesday, April 14th, at 10 o'clock, and that the Commissioner request Mr. Riddle to be present at the meeting.

On motion, the meeting adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

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## PROCEEDINGS OF THE INDIANAPOLIS COMMITTEE, AT THE COMMITTEE ROOMS,

THURSDAY, MARCH 25TH, 1886, 5 P. M.

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### Present:

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G. M. Beach, General Manager,	} C. C. C. & I. Ry.
Edgar Hill, General Freight Agent,	
A. H. McLeod, General Freight Agent,	C. H. & D. Ry.
H. J. Page, General Freight Agent,	C. I. St. L. & C. Ry.
H. C. Diehl, General Freight Agent,	I. B. & W. Ry.
D. S. Gray, Western Manager Star Union Line,	Pennsylvania Co.
G. R. Blanchard, Commissioner.	

The Chairman called the meeting to order, and proceeded to the consideration of the Indianapolis contract.

**134**—Mr. Beach stated that, in accordance with the agreement at the last meeting, his company had reported and included the traffic of the C. W. & M. Ry. in their proportion, but had found it to be burdensome, and desired a separate report of that traffic, contending that the C. W. & M. Ry. was practically an initial line out of Indianapolis. He asked that it be so recognized. c. w. & m. t

After some discussion, Mr. Beach requested that the Commissioner advise him whether the C. W. & M. Ry., having its own offices, contracting for freight, selling its own tickets,

## INDIANAPOLIS COMMITTEE, MARCH 25, 1886.

and possessing all the facilities of an initial line, should be considered as such, or be accounted for in the per cents. of the C. C. C. & I. Ry.

The Commissioner stated that he did not deem the C. W. & M. an initial road in the sense and under the terms of the contract. Mr. Beach therefore requested the Commissioner to send him a written ruling on that question.

Referring to the appointment of Joint Agent Doherty and himself as a committee to decide what business at Indianapolis should be included in the contract, the Commissioner desired to know to what extent the Committee would be governed by their decision. He did not care to make a ruling that had no force.

Mr. Gray moved that the question as to what tonnage shall go into the Indianapolis pool upon which divisions shall be allotted to the several lines leading East from that point shall be referred to the Commissioner, Mr. Doherty, the Joint Agent at Indianapolis, and L. D. Richardson, to arbitrate, and that their decision shall be final.

Mr. Beach offered as an amendment that a representative from each of the Indianapolis roads be added to the above three, which was lost.

After considerable discussion the resolution was withdrawn.

The meeting adjourned to meet Friday, April 2d, at the Grand Hotel, Cincinnati.

G. R. BLANCHARD,

COMMISSIONER.

C. H. McKNIGHT,

SECRETARY.

## NOTICE TO AGENTS.

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**CIRCULAR No. 5.**

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CHICAGO, March 13, 1886.

## NOTICE TO AGENTS.

**135—*To the Managers of the Central Traffic Association :***

We are beginning to feel some trouble at contract points, because some Contracting Freight Agents, who watch diverted freights closely, use their knowledge of such diversions to go to forwarders and solicit their direct patronage. Please issue orders through the proper channels to all Agents operating by the way of your road to keep confidential each and every fact of diversion, and in no wise to use them to prejudice shippers for or against any particular route. Such solicitations cannot be conceded, and will be met by retaliation. The Association seeks in every instance of diversion to replace one road with another equally good, which shall assume all legal responsibilities devolving upon the first carrier. We also observe the preferences of forwarders as to routes, special deliveries, etc., as far as practicable. I, therefore, have no doubt that all forwarders who desire non-discriminating and equal rates can be persuaded to consent to the necessary transfers if the Agents are properly directed to justify transfers rather than use them to injure rival lines to the unfair benefit of their own.

Notice to agents  
concerning  
diversions.

G. R. BLANCHARD,  
COMMISSIONER.

## CALL FOR GENERAL MEETING.

## CIRCULAR No. 6.

CHICAGO, March 29, 1886.

## CALL FOR GENERAL MEETING.

Call for general meeting of April 15, 1886.

**136**—Pursuant to a resolution of the managers on the 24th instant, a meeting of the Association will be held at Chicago on Thursday, April 15th, 1886, at 10 A.M.

Notice is hereby given that the following subjects will then be presented for consideration:

*In the Freight Department:*

1. Contracts for Divisions of Traffic from Milwaukee, Toledo, Detroit, Cleveland and elsewhere, including the proper measures to divide east-bound tonnage from the Mississippi river and points west of Chicago and Peoria, to and through the Trunk Line termini.

In this connection, attention is called to Article 4 of the Articles of organization of this Association. It provides that the Chicago, Peoria, and St. Louis contracts "shall embrace intermediate junctions so that no through business may be permitted to pass which shall not be included in one of the contracts named."

It is desirable to give working effect thereto at the earliest practicable date.

2. A system of reports by which all east-bound through tonnage which is not covered by our traffic agreements may be reported to this office in order that through rates can be verified to be in accordance with agreed basing percentages, that the rates themselves may be properly checked, and that adequate statistics of tonnage may be recorded.

3. The adoption of uniform systems and reports of inspection and weighing with a view to correcting erroneous or false classifications and weights.

## CALL FOR GENERAL MEETING.

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4. To determine what statistical detail the railways desire from the offices of the Commissioner, or of the Trunk Lines, in which office the various data shall be prepared, and the division of expenses relating thereto.
5. West-bound through freights, and the extent to which the managers desire the same recorded in this office.
6. The determination and issue of eastward through freight rates and changes therein.
7. To receive the report of the percentage committee as to its progress or conclusions.
8. To act upon the appointment or confirmation of the Committees of the Association now acting.

*In the Passenger Department:*

1. Passenger commissions.
2. The restored through fares and tariffs.
3. The unfinished business of the last meeting, including the basis of theatrical and all special fares.
4. To receive the report of the Committee (J. C. McMullin, Chairman) appointed at Chicago, February 3, relating to the issue of passes.
5. The division of the passenger traffic in accordance with the passenger agreement adopted March 25, 1886.
6. Any other business pertinent to the foregoing.

If any parties desire that questions not covered by the above should be considered at the meeting, please advise the Commissioner, that he may give a prompt and additional general notice of the same.

The subjects are important and prompt action is desirable. A full attendance is therefore requested.

G. R. BLANCHARD;

COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
CINCINNATI COMMITTEE,  
GRAND HOTEL, CINCINNATI,  
WEDNESDAY, APRIL 7, 1886.

Present: Messrs.

Orland Smith, President,	- - - - -	C. W. & B. R. R.
R. M. Fraser, G. F. A.,	- - - - -	
D. S. Gray, Western Manager, Etc.,	- - - - -	P. C. & St. L. R'y.
William Stewart, G. F. A. -	- - - - -	
E. F. Fuller, General Agent,	- - - - -	C. C. C. & I. R'y.
G. M. Beach, General Manager,	- - - - -	
Edgar Hill, G. F. A.,	- - - - -	C. H. & D. R. R.
C. C. Waite, Vice-President,	- - - - -	
A. H. McLeod, G. F. A.,	- - - - -	N. Y. P. & O. R. R.
G. G. Cochran, G. F. A. -	- - - - -	
C. H. McKnight,	- - - - -	G. R. Blanchard,
Secretary.	- - - - -	Commissioner.

The meeting convened at 10 o'clock A.M., Commissioner Blanchard in the chair.

Mr. Waite said that Article 26 of the Cincinnati Contract had been stricken out of the Indianapolis contract; he thought the agreements should be made to conform, and offered the following:

*Resolved*, That unless the Indianapolis Committee agree to restore Article 26 it will be stricken out of the Cincinnati Agreement.

The resolution was not agreed to.

Mr. Smith moved that Section B, Article 5, of the Indianapolis Agreement be interpolated in the Cincinnati Agreement.

Mr. Beach stated in that connection that the Cincinnati Agreements were in the hands of Judge Burke, Vice-President of the C. C. C. & I. R'y. They would probably be

CINCINNATI COMMITTEE, APRIL 7, 1886.

137  
to  
139

signed and approved by the Board today, and if any farther amendments were to be made it would cause delay in their execution.

Mr. Gray moved that the section referred to by Mr. Smith be placed on the minutes as the understanding of the Committee. It was therefore

**137**—*Resolved*, That whenever the agreed or tariff rates of the Central Traffic Association are advanced or reduced, the roads which are parties to the Cincinnati Contract which are in excess agree to tender, and those in deficit agree to accept the greater or less number of tons at such new rates which may be requisite to equalize the gross earnings in each class at said twenty-five per cent., to which the said parties are respectively entitled, without computing assumed transportation cost, and without converting classes into equivalent balances of tonnage in other classes.

Interpretation o  
Article V. conce  
diversions.

The Commissioner asked the understanding of the Committee of Article 7 of the Agreement relative to the settlement of balances in money.

After discussion, the following was adopted as the interpretation of the Article referred to:

**138**—*Resolved*, That the money settlements as provided in the contracts shall be finally closed for each month's balances on the first of the second month following, *i. e.*, February balances shall be settled finally by money payments on April 1st, as shown by the Commissioner's accounts at that time, after the equalization of tonnages in March for February balances, regardless of any sums that may be due to or from the parties on account of March settlements.

Interpretation  
Article VII.  
Settlement of  
monthly balance

The Commissioner stated that the St. Louis Agreement had been modified in Article 5 to provide that diverted freight shall be delivered, by the road over, in as nearly equal daily quantities as practicable, and suggested that a minute expressive of that understanding be made. It was therefore

**139**—*Resolved*, That all freight diverted to equalize balances shall be tendered in as nearly equal daily proportions as practicable.

Freight to be  
diverted in equal  
daily proportions

Mr. Waite said it was understood that the Commissioner was to arrange with the connections of the C. H. & D. road

CINCINNATI COMMITTEE, APRIL 7, 1886.

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to get their consent to participate in its payments of 25 per cent. of the gross rate when in excess, as provided in Article 8.

The Commissioner stated that all lines had substantially agreed to this provision.

Mr. Waite asked to what extent Article 23 applied to extra drayages in Cincinnati.

It was agreed that nothing in that article prevented the consideration of that question at any time, and that it was a condition which should be promptly considered whenever presented.

The agreement with the minutes herein recorded explanatory of its meaning was then adopted by the unanimous vote of the Committee.

The question of the unsettled balances under the old agreement was considered and it was

Commissioner Fink  
adjust old  
Cincinnati balances.

**140**—*Resolved*, That the question of unsettled balances in Cincinnati East-Bound Division be referred to Mr. Fink to report upon, and that his report be accepted as final, and the balances paid in accordance therewith; except that the Cincinnati Committee shall decide the Live Stock balances for the month of August, 1884.

It was the understanding of the committee that the old contract terminated April 30, 1885, and that Commissioner Fink be governed in his award by its terms.

The Commissioner stated that at the last meeting of the Committee he had been requested to make a recommendation as to an increase of Joint Agent Temple's salary. He recommended an increase to \$150 per month.

On motion it was

Cincinnati joint  
agents' salary.

**141**—*Resolved*, That the recommendation of the Commissioner to advance Joint Agent Temple's salary to \$150 per month be approved, the same to take effect as of March 1, 1884.

The Commissioner stated that he had represented the Trunk Line Committee at a meeting of the Bill of Lading Committee of the Board of Trade at Chicago; and that the

lake and rail lines had under consideration a proposal to become responsible for the fire risk at depots and junction points, provided that such risk shall be properly charged for; and that such bill of lading containing exemptions of the carrier from liability of every other kind shall in proper manner give full legal force and effect to such exemptions having the force of special contracts.

The Commissioner stated that he had been instructed to furnish to the members of the different agreements a daily report of east-bound tonnage showing the balances in each class, but that these statements were thought by some to be more than was wanted, and he asked the views of the committee. It was after discussion

**142**—*Resolved*, That the Commissioner be requested to issue a daily report showing only a recapitulation of all classes and balances, and a semi-monthly showing balances of each class.

Form of daily and semi-monthly reports.

The appointment of a member of the Executive Committee to represent the Cincinnati Committee was next considered, and it was,

*Resolved*, That action on the appointment of a member be deferred until the meeting of the Central Traffic Association on April 15.

The Commissioner asked if the Committee would be willing to allow him to use the old percentages for the purpose of settlements of February and March business. It was

**143**—*Resolved*, That the Commissioner be allowed to use the old percentages tentatively for the purpose of making the February and March settlements provided for by the contract, which settlements shall be modified by the new percentages when agreed upon.

Old percentages to be used tentatively for settlements.

It was agreed that this meeting should be considered the preliminary one provided for by Article 20 of the Agreement before the question of percentages should go to arbitration.

CINCINNATI COMMITTEE, APRIL 7, 1886.

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After an effort to agree upon percentages had been made the Committee took a recess until 4:30 o'clock.

arbitrators for  
Cincinnati  
percentages.

**144**—On reassembling, the committee not being able to agree upon percentages, Messrs. John C. Gault and L. D. Richardson were elected arbitrators.

The meeting then adjourned until the 15th instant.

**G. R. BLANCHARD,**

**COMMISSIONER.**

**C. H. McKNIGHT,**

**SECRETARY.**

PROCEEDINGS OF A MEETING OF THE  
**INDIANAPOLIS COMMITTEE,**  
**GRAND HOTEL, CINCINNATI,**  
**WEDNESDAY, APRIL 7, 1886.**

Present, Messrs.

M. E. Ingalls, President,	- - - - -	C. I. St. L. & C. R'y
C. C. Waite, Vice-President,	- - - - -	} C. H. & I. R. R.
A. H. McLeod, G. F. A.,	- - - - -	
G. M. Beach, General Manager,	- - - - -	} C. C. C. & I. R'y.
Edgar Hill, G. F. A.,	- - - - -	
D. S. Gray, Western Manager, etc.,	- - - - -	} C. St. L. & P. R. R.
Wm. Stewart, G. F. A.,	- - - - -	
J. A. Perkins, General Agent,	- - - - -	} I. B. & W. R'y.
H. C. Diehl, G. F. A.,	- - - - -	
W. H. McDowell, G. F. A.,	- - - - -	} L. N. A. & C. R'y.
E. H. Scott, General Agent for Trustees and representing the	- - - - -	
L. D. Richardson, Arbitrator.	- - - - -	I. P. & C. R'y,
M. L. Doherty, Joint Agent, Indianapolis.	- - - - -	W. St. L. & P. R'y.
C. H. McKnight, Secretary	- - - - -	G. R. Blanchard, Commissioner.

The meeting convened at 2 p.m., Commissioner Blanchard in the chair.

The preamble of the agreement, upon the request of Mr. Scott, was modified so as to make Wager Swayne, Trustee of the Indianapolis, Peru and Chicago Railway, a party to the agreement, instead of the Receivers of the Wabash, St. Louis and Pacific Railway.

Mr. Scott made the statement that there was no question as to the authority of his company to make rates and agreements and that the said Trustee had authority to speak for the W. St. L. & P. R'y and bind that company by his agreement in this instance.

INDIANAPOLIS COMMITTEE, APRIL 7, 1886.

Article 1 being next considered, Mr. Beach said, and desired his exact statement recorded:

r. Beach's  
tatement concerning  
W. & M. Ry.

145—"During the continuance of this contract the C. C. C. & I. R'y will agree to the taking care of the business of the C. W. & M. R'y provided its per cents are sufficient, as allowed by arbitration, to work no injustice. To this we agree, however, under protest during the life of this contract. We understand the conditions upon which the C. W. & M. go into the city of Indianapolis are such as to entitle them to the rights of an initial road, and we reserve the right after the termination of this contract and before entering into a new one, to raise the point as to whether that line is or is not an initial road at Indianapolis."

On motion it was

*Resolved*, That Article 2 of the agreement be amended by the insertion of the words, Ashland, Huntington & Charleston.

The Commissioner stated that under the last clause of paragraph A, Article 3, the Joint Agent and himself were requested to make recommendations as to what traffic was to be included in the Indianapolis Division, and their report had been written and signed, but he did not consider the resolution appointing the committee gave it authority to decide the question. He preferred not to submit a mere recommendation in form of a report, and asked that the parties decide it by an agreement now.

He desired the views of the members of the Committee on the beyond business. After discussion the following was submitted:

*Resolved*, That the question as to what business shall be included in the Indianapolis Dead Freight Division be referred to Commissioners Blanchard and Richardson and Joint Agent Doherty, whose decision shall be final.

The resolution was lost.

The Commissioner requested that the Committee, consisting of himself and the Joint Agent, appointed for the purpose

INDIANAPOLIS COMMITTEE, APRIL 7, 1886.

of reporting what business shall be included in this agreement, be discharged, which request was agreed to.

Mr. Gray moved that the contract as now formulated be adopted.

The motion was lost by the following vote:

Ayes—C. C. C. & I., C. St. L. & P., C. I. St. L. & C., L. N. A. & C., and I. B. & W.

Noes—I. P. & C. and C. H. & I.

After further discussion the last clause of Section A, Article 3, was amended so as to read:

**146**—“It is, however, provided and agreed that such freights as are or may be included in the traffic divisions from other points, or which originate at points beyond the Indianapolis district as above defined, and are loaded and consigned through from original forwarding to eastern destination points at the time of shipment, and pass directly through Indianapolis without transfer there, shall be excluded from the said Dead Freight Division.”

Traffic to be excluded from the Indianapolis division.

The agreement so amended was adopted unanimously.

The following was also adopted:

**147**—*Resolved*, Inasmuch as the traffic now agreed to be excluded differs from that which has heretofore been excluded, and, in order that the arbitrators may be able to properly determine what effect this difference of traffic may have upon the percentages from Indianapolis, all data which said arbitrators may call for from any and all parties hereto as to past traffic shall be promptly supplied to them in the fullest measure called for.

Indianapolis beyond traffic.

With the farther view that the proper statistics of such beyond traffic may hereafter be fully and properly kept, each and all the parties hereto also agree that they will give the Commissioner access to all their offices, books, papers and returns, and will make such reports to him as may be required to show that beyond traffic only includes that which is properly so defined.

It was

**148**—*Resolved*, That the Commissioner be requested to issue a daily report, showing only a recapitulation of all classes and balances, and a semi-monthly report showing balances of each class.

Daily and semi-monthly Indianapolis report.

The committee then adjourned to meet in Chicago on Thursday the 15th instant.

G. R. BLANCHARD,

COMMISSIONER.

C. H. McKNIGHT,

SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**LOUISVILLE COMMITTEE,**  
 GRAND HOTEL, CINCINNATI,  
 WEDNESDAY, APRIL 7, 1886.

Present: Messrs.

R. W. Geiger, G. F. A.,	- - - - -	J. M. & I. Ry.
J. M. Culp, G. F. A.,	- - - - -	L. & N. Ry.
Wm. Duncan, G. F. A.,	- - - - -	Ohio & Miss. Ry.
W. H. McDoel, G. F. A.,	- - - - -	L. N. A. & C. Ry.
R. H. Campbell, Joint Agent Louisville, C. H. McKnight, Secretary.		G. R. Blanchard, Commissioner.

The meeting convened at 5 o'clock P.M.

After a discussion as to whether there should be two divisions of the business from and through Louisville, or whether the beyond business should be included with the Louisville business in one report,

On motion of Mr. Duncan it was

Traffic to be included  
in Louisville division.

**149**—*Resolved*, That all business should be included in one division, and that the contract in its present form be adopted, subject to arbitration as to percentages at any time on the call of any party thereto.

With this understanding, the motion to adopt the contract was reaffirmed, and the Commissioner was directed to prepare same for immediate signatures.

It was

Daily and semi-  
monthly Louisville  
reports.

**150**—*Resolved*, That the Commissioner be requested to issue a daily report of Louisville business, showing only the recapitulation of all classes and the balances, and a semi-monthly report showing balances in each class.

It was decided that no provisional percentages could be agreed upon for a division of the business of February and March, and that no balances for those months should be stated, and that settlements be postponed until the final award on percentages has been made.

On motion the meeting adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. MCKNIGHT,  
SECRETARY.

MEETING OF JOINT AGENTS,  
COMMISSIONER'S OFFICE, CHICAGO,

**FRIDAY, APRIL 9, 1886.**

Present:

Thos. C. Moore, Joint Agent,	Chicago, Ill.
H. S. DePew, Joint Agent,	St. Louis, Mo.
C. W. Temple, Joint agent,	Cincinnati, O.
W. A. Brubaker, Joint Agent,	Peoria, Ill.
M. L. Doherty, Joint Agent,	Indianapolis, Ind.
R. H. Campbell, Joint Agent,	Louisville, Ky.
H. C. Blye, General Agent, representing Commissioner Fink.	
C. H. McKnight, Secretary.	G. R. Blanchard, Commissioner.

**151**—It was recommended that Commissioners Blanchard and Fink unite in a letter requesting the South Western Railway Association to report all car-load freight crossing the Mississippi river at, or forwarded via Alton and Wann, East Louisiana, East Hannibal, Quincy, East Keokuk, East Burlington, Keithsburg, Rock Island and Davenport, when destined to points upon or east of the east line of the State of Illinois, excepting only the business passing through Chicago.

Reports of tra  
from Mississip  
river points.

**152**—If any railway company not in the Central Traffic Association fails or declines to so report when requested, such traffic is to be then reported by the first railway in the Association which receives the same, and at its first junction point.

Reports from  
junction point

Reports from Beardstown, Ashland, Alton and Wann, Bloomington, Quincy, East Hannibal, East Louisiana, Jacksonville, Decatur, Springfield and Cairo to be sent to Joint Agent DePew.

## MEETING OF JOINT AGENTS, APRIL 9, 1886.

Reports from Keithsburg, East Burlington, East Keokuk, Rock Island and Davenport to be sent to Joint Agent Brubaker.

Reports from Seneca, Kankakee, Streator, Dwight, Gardner and Sheldon, and of business from Chicago via Kankakee and Wabash routes, and from all points of junction of the L., N. A. & C. with roads in the Chicago Agreement to be sent to Joint Agent Moore.

Reports of Evansville business by the E. & T. H. and P. D. & E. roads, and from points on the Chicago & Eastern Illinois and Terre Haute and Logansport roads, and via La Fayette, Ft. Wayne and Muncie, to be sent to Joint Agent Doherty.

On receipt of these reports, Joint Agents will check them promptly and forward them immediately to the Central Office.

Reports of business from Cleveland, Sandusky, Toledo, Port Huron, Detroit, and all points on the Detroit river, Columbus, Dayton, Lima, Galion, Marion, Mansfield, Fostoria, Monroeville and Orrville, to be sent direct to the Central Office until Joint Agents are appointed to take charge of the same.

These reports should include all business, whether on local or through bills, and from all points except those pooled.

tions to joint  
concerning  
etc. 153—At contract points, where “beyond freights” are exempted by the terms of the contracts therefrom, the Joint Agents shall make two reports to the Commissioner’s office, one of freight included in the contract division, and the other of all “beyond freight” not in the division.

In the Chicago contract only such freights are excluded from division as come from points beyond having similar

## MEETING OF JOINT AGENTS, APRIL 9, 1886.

agreements. This exemption shall only apply to traffic received from such contract points from roads parties to the agreements at such beyond points. For example, the C. B. & Q. road is not a party to the St. Louis division; its tonnage from St. Louis via Chicago would therefore be included in the Chicago division. The C., St. L. & W. is not a party to the Peoria contract, but its traffic via Chicago would also be reported in the Chicago division.

This rule will govern similar cases elsewhere.

All freights from contract points which go to or via, or through the Eastern terminal points defined in Article 2 of the Agreements, and wherever thereafter destined or consigned, shall be included in the tonnage divided.

Joint Agents shall make daily reports to the Central Office, showing a consolidation of tonnage and balances, similar to the recapitulation of tonnage on the foot of the present form of daily report. They are also to report on the 16th of each month for the first half of the same month, showing both tonnage and revenue balances in each class for that period, and a monthly report of both tonnage and revenue balances in classes, as soon as possible after the close of each month, to be made on the form of monthly report already supplied.

The daily and semi-monthly reports are to be sent by each Joint Agent direct to the officers of the roads interested, and in such detail as the latter may severally desire.

Two copies of the same forms are to be sent to the Commissioner's office for its files.

A sufficient number of the monthly reports shall be sent to the Commissioner's office by each Joint Agent as may be required to supply all the roads interested and leave two copies with the Commissioner.

The Commissioner's office is to make all money settlements on the reports as prepared and certified by the Joint

## MEETING OF JOINT AGENTS, APRIL 9, 1886.

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Agents, for the correctness of which the Joint Agents are to be held responsible.

For the purpose of stating tonnage balances all freights which are classified at any multiple of any class rate shall be put in its proper class, and the weight computed at its multiple of the rate. For example, articles at three times first class are to be reported in first class at three times their actual weight.

All tonnage that is reported under the Agreements is to be regarded as originating at the contract points and as destined to New York, although it may originate at points beyond the contract points, or be destined to other points than New York.

Special class will be discontinued after April 15, 1886, after which date California and other freights, now classified as special, are to be reported in their proper classes as shown by the official East-Bound Classification.

Envelopes, letter-heads, monthly reports and all standard forms will be supplied to Joint Agents by the Central Office. Local publications, tariffs, etc., to be prepared by Joint Agents. Abstracts and recapitulations to be furnished by Commissioner Fink and settled for through the Central Office. Electric Pen supplies and incidentals furnished direct to the Joint Agents by Commissioner Fink are to be paid for direct by the latter and charged in their monthly expense accounts. The residue of expenses of the Louisville Joint Agency for March to be collected by Joint Agent Campbell from the roads in interest, and beginning with the month of April they will be collected through the Commissioner's office on the percentages prevailing between the roads at Louisville.

Joint Agent DePew will confer with the Companies at St. Louis as to the payment of the St. Louis expenses. The Commissioner decided he could make the apportionment only between the initial lines, it being the duty of those

## MEETING OF JOINT AGENTS, APRIL 9, 1886.

lines to settle with their connections for the latter's interest in the same.

Statements of Joint Agents' monthly expenses on the forms furnished, distributed in the various accounts, apportioned between the lines interested, and approved by the local committees, should be in the Commissioner's office on the morning of the 26th of each month. Received vouchers for monthly expenses should be sent to the Central Office promptly.

**154**—Freight diverted on the last day of any month, and not forwarded by the receiving road until the succeeding month, shall be way-billed as of the month in which it was diverted, so that it may be credited to the first and charged to the second carrier in the same month.

Diverted freight to  
billed as of the mo-  
in which diverted.

The original abstracts of beyond business not included, as well as of all freight included in tonnage divisions, are to be sent to Commissioner Fink's office, and tissue copies of the same sent to this office.

Joint Agents will submit to their committees for adoption an authorized plan of weighing, substantially on the basis of the St. Louis and Indianapolis systems, and also a plan of inspection at stations, and advise whether their roads agree to put the same into effect.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. MCKNIGHT,  
SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**CHICAGO COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO,  
 WEDNESDAY, APRIL 14, 1886.

Present: Messrs.

L. J. Seargeant, Vice-Prest., - - - - -	} C. & G. T. Ry.
W. J. Spicer, Genl. Mangr., - - - - -	
G. B. Reeve, Traffic Mangr., - - - - -	
H. B. Ledyard, President, - - - - -	Michigan Central R. R.
John Newell, President, - - - - -	L. S. & M. S. Ry.
J. N. McCullough, Vice-Prest., - - - - -	} P., Ft. W. & C. Ry. } C. St. L. & P. R. R.
D. S. Gray, Western Mgr., etc., - - - - -	
D. W. Caldwell, Receiver, - - - - -	
Frank Harriott, G. F. A., - - - - -	N. Y., C. & St. L. Ry.
C. S. Wight, A. G. F. A. - - - - -	} B. & O. R. R.
T. C. Moore, Joint Agent.	
C. H. McKnight, Secretary.	G. R. Blanchard, Commissioner.

The Commissioner read a letter from Mr. Riddle, stating his inability to serve as arbitrator, because of bad health.

A full discussion as to his successor ensued, with the result that the subject was deferred for further conference.

urge for sending  
; to elevators.

**155**—The Commissioner reported that he had investigated the facts relating to the request of the Chicago Board of Trade that the charge of two dollars for sending cars to elevators be taken off, and his interviews with Mr. Wicker, Commissioner Chicago Freight Bureau. It was the opinion of the Committee that, while sympathizing with the objects of the Bureau, the charge should not be remitted until a portion of the charges of the elevators and Western roads be abated. The Commissioner was directed to so advise Mr. Wicker.

The Committee took a recess until two o'clock.

## AFTERNOON SESSION.

On reassembling the Commissioner read his proposed letter to Mr. Wicker of the Chicago Freight Bureau, and it was unanimously approved.

The Commissioner then called attention to the publicity given to the official information sent from his office and desired to be instructed thereon. It was

*Ordered*, That but one copy of each statement issued by the Commissioner be sent to each road at Chicago.

It was also

*Ordered*, That instead of the present form of daily statement there shall be made a daily statement showing a consolidation of tonnage and tonnage balances, and on the 15th and the last day of each month a statement showing in each class tonnage and revenue balances. It was

**156**—*Resolved*, That the Commissioner be authorized to furnish to the Chicago Board of Trade a weekly total of the East-Bound Shipments of grain, flour and provisions from Chicago in the aggregate, not stating the routes by which it is carried, and that the statement showing routes and percentages of traffic carried by each road be discontinued.

Statements to be furnished to the Chicago Board of Trade.

The Commissioner reported the results of the meeting of the Bill of Lading Committee of the Chicago Board of Trade with the Lake and Rail Lines, and submitted the Rail and Lake bill of Lading agreed to be recommended. It was

**157**—*Ordered*, That the Commissioner be authorized to act with the Committee of which Mr. Fink and Mr. Firth are members to formulate a uniform all-rail bill of lading to be presented to the Committee.

Uniform bill of lading.

The Commissioner stated that on business going from Cincinnati to Parkersburg the Middle and Western States Classification was found to have been used; and it was

**158**—*Resolved*, That the Commissioner be recommended to direct rule or ask the Association to direct that the official East-Bound Classification shall be used on all traffic going to or beyond the western termini of the Trunk Lines.

Official east-bound classification to be used.

CHICAGO COMMITTEE, APRIL 14, 1886.

The Commissioner stated that tonnage has been going to Toledo and Detroit which was there re-billed, thereby avoiding the contract points, and impressed upon the representatives of Toledo roads present in the Committee the necessity of forming a traffic agreement at these points.

It was thereupon

~~Traffic agreement to be formed to include Toledo, Detroit, Fort Wayne, etc.~~

**159**—*Resolved*, That a meeting of the parties interested be held on Friday, the 16th instant, at 9 o'clock A. M., at the Commissioner's office, for the purpose of forming a traffic agreement to include Toledo, Detroit, Fort Wayne, Defiance, Port Huron, Alexis, Leipsic and Green Spring, and all tonnage crossing the Detroit river, or passing through these points, not contracted or divided elsewhere in this Association.

The question of reduction or maintenance of rates was next considered, and after discussion it was

~~East-bound rates to be maintained.~~

**160**—*Resolved*, That the Commissioner be requested to telegraph Commissioner Fink that the Chicago Committee recommend that the east-bound through-rates should be maintained, and if the recommendation is agreed to by the Trunk Lines, that a public announcement be made to that effect.

~~Conference with Trunk lines.~~

**161**—The Commissioner stated that under Article 18 of the form of organization of the Central Traffic Association, amended at the meeting of February 3, and also under Article 8, not altered, he had conferred with the Trunk Line Commissioner relative to the formation of the Joint Executive Committee, but was as yet unable to announce an agreement.

The Commissioner was requested to bring the subject before the meeting of the Association on the 15th instant, and ask that a committee be appointed to confer with the Trunk Lines upon that subject.

At the request of the Commissioner it was

~~Meeting of Auditors to state accounts.~~

**162**—*Resolved*, That the Auditors of the roads parties to the Chicago Agreement, will be directed by their managers to convene at the office of the Commissioner, at Chicago, upon the call of the Commissioner, for the purpose of

CHICAGO COMMITTEE, APRIL 14, 1886.

formulating and recommending uniform and agreed methods of stating the accounts of his office under the contracts for traffic divisions, and also the monthly statements of his office, covering collections and disbursements, etc.

On motion, the Committee adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

## MEMORANDUM OF CONFERENCE

AT CHICAGO, THURSDAY, APRIL 15,

*As to Milwaukee traffic via Ludington and Grand Haven, between L. J. Sargeant, Vice-President, and W. J. Spicer, General Manager D., G. H. & M. Ry., D. Edwards, Assistant General Manager F. & P. M. Ry., and G. R. Blanchard, Commissioner.*

ference  
erning  
waukee traffic  
ement.

**163** — *Agreed, That beginning May 1, the F. & P. M. Ry. and D., G. H. & M. Companies contract, as between themselves, to divide under the Central Traffic Association organization, all the traffic from or through Milwaukee across the lake, to and via the Trunk Line Western Termini, and points defined in the Chicago Contract.*

Rates from Milwaukee to be the Chicago all rail tariff rates, less only differentials on the basis of two cents per one hundred pounds on 13th class, and four cents per barrel on flour heretofore prevailing, and these differentials shall be strictly maintained.

The two Companies named agree to confer and contract with each other, as to their several percentages, and advise the Commissioner what they are to be.

They will also confer with the Chicago & North-Western and Milwaukee & St. Paul Companies, looking to including them in the arrangement from Milwaukee, but this is not regarded as essential.

Both parties will revise the Chicago Agreement, and after adapting it to the local requirements of the City of Milwaukee, will submit the same to the Commissioner.

The D., G. H. & M. and F. & P. M. representatives agree to the foregoing and to act in concert with the Central Traffic Association, to preserve to the cities of Chicago and Milwaukee their hitherto relative proportion of traffic from and through these cities. They also will concert with the Chicago and North-Western and Chicago, Milwaukee & St. Paul or other Companies, such measures as may be expedient or necessary to give effect to the proposed apportionment from Milwaukee.

G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS  
OF THE  
CENTRAL TRAFFIC ASSOCIATION,  
COMMITTEE ROOMS, CHICAGO,  
THURSDAY, APRIL 15, 1886.

MORNING SESSION.

The following companies were represented:

Baltimore & Ohio R. R.	- - - - -	$\begin{cases} \text{Orland Smith,} \\ \text{Frank Harriot,} \\ \text{C. S. Wight.} \end{cases}$
Chicago & Alton R. R.	- - - - -	H. H. Courtright.
Chicago & Grand Trunk Ry.	- - - - -	$\begin{cases} \text{L. J. Sargeant,} \\ \text{W. J. Spicer,} \\ \text{Geo. B. Reeve.} \end{cases}$
Chicago, Rock Island & Pacific Ry.	- - - - -	Wm. M. Sage.
Chicago & West Michigan R. R.	- - - - -	J. B. Mulliken.
Cincinnati, Washington & Baltimore R. R.	- - - - -	$\begin{cases} \text{Orland Smith,} \\ \text{R. M. Fraser.} \end{cases}$
Cincinnati, Indianapolis, St. Louis & Chicago Ry.	- - - - -	$\begin{cases} \text{M. E. Ingalls,} \\ \text{H. J. Page.} \end{cases}$
Cleveland, Columbus, Cincinnati & Indianapolis Ry.	- - - - -	$\begin{cases} \text{G. M. Beach,} \\ \text{Edgar Hill,} \\ \text{A. S. White.} \end{cases}$
Chicago, St. Louis & Pittsburgh R. R.	- - - - -	$\begin{cases} \text{J. N. McCullough,} \\ \text{D. S. Gray,} \\ \text{D. T. McCabe.} \end{cases}$
Chicago, Burlington & Quincy R. R.	- - - - -	Paul Morton.
Cincinnati, Hamilton & Dayton R. R.	- - - - -	$\begin{cases} \text{C. C. Waite,} \\ \text{A. H. McLeod.} \end{cases}$
Detroit, Lansing & Northern Ry.	- - - - -	$\begin{cases} \text{J. B. Mulliken,} \\ \text{W. A. Carpenter.} \end{cases}$
Detroit, Grand Haven & Milwaukee Ry.	- - - - -	$\begin{cases} \text{W. J. Spicer,} \\ \text{Geo. B. Reeve.} \end{cases}$
Indiana, Bloomington & Western Ry.	- - - - -	H. C. Diehl.
Indianapolis & St. Louis Ry.	- - - - -	$\begin{cases} \text{G. M. Beach,} \\ \text{Edgar Hill,} \\ \text{M. S. Wasson.} \end{cases}$

## CENTRAL TRAFFIC ASSOCIATION, APRIL 15, 1886.

Jeffersonville, Madison & Indianapolis Ry.	- - - - -	{ J. N. McCullough, D. S. Gray.
Lake Shore & Michigan Southern Ry.	- - - - -	{ John Newell, J. T. R. McKay.
Louisville, New Albany & Chicago Ry.,	- - - - -	{ Jno. B. Carson. W. H. McDoel.
Lake Erie & Western Ry.	- - - - -	W. S. Weed.
Michigan Central R. R.	- - - - -	{ H. B. Ledyard. A. Mackay.
New York, Pennsylvania & Ohio R. R.	- - - - -	G. G. Cochran.
New York, Chicago & St. Louis Ry.	- - - - -	{ D. W. Caldwell. G. B. Spriggs.
Ohio & Mississippi Ry.	- - - - -	{ W. W. Peabody. Wm. Duncan.
Pittsburgh, Fort Wayne & Chicago Ry.	- - - - -	{ J. N. McCullough. D. S. Gray.
Pittsburgh, Cincinnati & St. Louis R. R.	- - - - -	{ Wm. Borner.
Peoria, Decatur & Evansville R. R.	- - - - -	{ G. L. Bradbury. H. C. Parker.
Toledo, Peoria & Western R. R.	- - - - -	E. F. Leonard.
Vandalia Line.	- - - - -	{ W. R. McKeen. H. W. Hibbard.
Wabash, St. Louis & Pacific Ry.	- - - - -	{ A. A. Talmage. James Smith.

There were also present:

Thos. C. Moore, Joint Agent,	- - - - -	Chicago.
H. S. DePew, Joint Agent,	- - - - -	St. Louis.
M. L. Doherty, Joint Agent,	- - - - -	Indianapolis.
I. D. Richardson, Commissioner,	- - - - -	Ohio River Pool.
S. P. Brown, Commisssoner,	- - - - -	Chicago & St. Louis Pool.

The following companies, members of the Association, were not represented:

Evansville & Terre Haute, Grand Rapids & Indiana, Indianapolis, Decatur & Springfield, and Louisville & Nashville.

C. H. McKnight,  
Secretary.

G. R. Blanchard,  
Commissioner.

The Commissioner called the meeting to order at 11 o'clock A.M., and said it was convened in pursuance to a call therefor. The first subject stated in the call was the contracts for divisions of traffic from Milwaukee, Toledo, Detroit and elsewhere.

CENTRAL TRAFFIC ASSOCIATION, APRIL 15, 1886.

He reported an agreement had been substantially made by the roads interested in the division of the traffic from Milwaukee across the lake, eastwardly, to and beyond Trunk Line points.

He also reported that a meeting had been called for Friday, the 16th, by the railway companies interested, for the consideration of the Toledo, Detroit and Sandusky Divisions, to include such outlying points as are necessary to protect their cities.

He further said it was important that the traffic which evaded the contract points by way of intermediate junction points be also included, but he had been met by objections from several roads because the traffic carried by them was already pooled in the South Western Railway Association or otherwise, and they did not now see their way clear to pooling it a second time. The form of organization of the Association provides that sectional or group "pools be formed, and that those at Chicago, St. Louis "and Peoria shall embrace intermediate junctions, so that "no through business may be permitted to pass without "being included in either one of the compacts named."

To consider details essential to this purpose he had called the meeting of Joint Agents, on Friday the 9th instant, at which Mr. Blye, General Agent, representing Commissioner Fink was present.

**164**—The proceedings of that meeting were then read, providing for the reporting of traffic from and through all junction points within the territory of the Association, for the purpose of ascertaining the amount of business and its rates, and ultimately for the formation of the agreed group contracts, and asked if the conclusions of that meeting would be adopted as the conclusions of the general meeting.

Traffic from junct  
points to be report

On motion they were unanimously ratified and adopted.

## CENTRAL TRAFFIC ASSOCIATION, APRIL 15, 1886.

Mr. Talmage said, as this was the first meeting he had attended, he preferred not to vote, but would take the paper and advise the Commissioner his conclusions.

It was ordered that a copy of the minutes of the meeting of Joint Agents be sent to each member of the committee.

On motion of Mr. Scargeant, seconded by Mr. Ingalls, it was

tors to examine  
verify reports  
to  
missioner.

**165**—*Resolved*, That the Auditors of the Companies shall examine, report upon, and verify or state errors, if any, as to all reports made by the parties in this Association to the Commissioner, or its officers and agents, when called upon to do so by the Commissioner.

The subject of what statistical detail is desired from the office of the Trunk Line Commissioner was next considered. The Commissioner stated that it had been arranged that Commissioner Fink would, for the present, continue to furnish statistical information to roads in the Association, such work to be paid for by them until such time as they shall agree with the Trunk Lines exactly what information they want, and how and where it shall be prepared and issued.

Commissioner Fink's  
expenses for  
statistics.

**166**—The Commissioner stated that in accordance with the resolution of the Central Traffic Association he had apportioned the expenses of his office and the fund on the percentages furnished by Commissioner Fink, but as several roads in the Central Traffic Association were not named in Commissioner Fink's statement, he had made an apportionment to those companies on the best information he could obtain. He had received from Commissioner Fink a detailed statement of expenses incurred by his office (freight department) during the month of March, chargeable to the Central Traffic Association, amounting to \$1,989.93, which, in accordance with the agreement with Mr. Fink, would be assessed by this office against the companies parties to the Cen-

tral Traffic Association. He suggested the formation of a committee for conference with the Trunk Lines on this and other subjects, and also to provide uniform and agreed usage in the making and issue of east-bound rates.

On motion of Mr. Ledyard, it was

**167**—*Resolved*, That a conference committee of five be appointed by the Chair for the purpose of conference with the Trunk Lines. Conference committee appointed

The Commissioner appointed as such committee Messrs. J. C. McMullin, H. B. Ledyard, J. N. McCullough, M. E. Ingalls and Jno. B. Carson.

On motion, it was

**168**—*Resolved*, That the west-bound business be taken cognizance of by this Association, and the subject referred to the Conference Committee of five. West-bound traffic be considered by committee.

Mr. Smith, Chairman of the Percentage Committee, reported that the sub-committee had made substantial progress, but was not yet ready to report.

It was ordered that action on the appointment and confirmation of the committees of the Association now acting, being one of the subjects referred to in the call for this meeting, be referred to the Conference Committee.

The Commissioner presented and read the letter from Mrs. Devereux, in reply to his official letter transmitting the resolutions of sympathy passed by the Association upon the death of General J. H. Devereux.

**169**—The Commissioner stated the necessity for the appointment of three district or traveling auditors, it being now suggested that one have charge of the territory west of the Illinois Central Railroad from Chicago to Cairo; a second of the territory between the Illinois Central Railroad and the line of the Dayton and Michigan Railroad, excluding Detroit and Toledo; and the third to Appointment of traveling auditors authorized.

CENTRAL TRAFFIC ASSOCIATION, APRIL 15, 1886.

have charge of the territory east of the Dayton and Michigan Railroad, including Toledo and Detroit.

On motion, it was

*Resolved*, That the Commissioner be authorized to appoint three traveling auditors at a monthly salary of \$125 each, and traveling expenses.

Mr. Waite, Secretary of the Committee on Passes, reported that nothing had been done by the Committee, and stated that there was a vacancy in the Committee, caused by resignation of Mr. Henderson.

On motion of Mr. Ingalls, it was

Instructions to committee on passes.

**170**—*Resolved*, That the Committee be continued, that it have power to fill vacancies, and that it be requested to report by the first of October next, in order that uniform rule might be adopted to govern the issue of passes in 1887.

The Commissioner reported the results of the conference of the Bill of Lading Committee of the Chicago Board of Trade with the Lake and Rail Lines, and submitted the first draft of the Rail and Lake Bill of Lading agreed to be recommended.

On motion of Mr. Ingalls it was

Uniform bill of lading.

**171**—*Resolved*, That the Commissioner be appointed to represent the Association on the Committee of Conference with the Bill of Lading Committee of the Board of Trade, to formulate a uniform all rail bill of lading, which is to be presented to the Association for its acceptance or rejection.

East-bound rates to be maintained.

**172**—The Commissioner stated that the Chicago Committee had directed him to telegraph Commissioner Fink that they recommended to the Trunk Line Committee that the east-bound through rates should be maintained, and if the recommendation is agreed to by the Trunk Lines, that a public announcement be made to that effect.

On motion it was unanimously

*Resolved*, That the action of the Chicago Committee be approved by the Association.

173—He also stated that the Chicago Committee asked that the Association direct that the official east-bound classification shall be used on all traffic going to or beyond the Western termini of the Trunk Lines, which was so ordered.

Official east-bound classification to be used.

The form of organization of the Central Traffic Association was next considered, and on motion of Mr. Seargent, it was

174—*Resolved*, That the form of organization of the Central Traffic Association be referred for consideration, and if need be, for amendment, to the Committee of five appointed to confer with the Trunk Line representatives, and after it has been so amended, the agreement as approved be submitted for the signature of the representatives of the Companies' members of the Association.

Form of organization

On motion of Mr. Gray, it was

175—*Resolved*, That the Commissioner be *ex-officio* a member of all the general committees of this Association.

Commissioner a member of all general committees.

On motion the meeting took a recess until 2 o'clock, P.M.

#### AFTERNOON SESSION.

Meeting called to order at 3 P.M.

The following roads were represented:

B. & O. R. R.	- - - - -	By C. K. Lord, G. P. A.
C. St. L. & P. R. R.	- - - - -	{ J. N. McCullough, 1st V.-P. E. A. Ford, G. P. A. C. W. Adams, A. G. P. A.
C. I. St. L. & C. Ry.	- - - - -	{ M. E. Ingalls, Prest. John Egan, G. P. & T. A.
C. W. & B. Ry.	- - - - -	C. K. Lord, G. P. A.
C. C. C. & I. Ry.	- - - - -	{ G. M. Beach, Genl. Mgr. A. J. Smith, G. P. A.
C. & G. T. Ry.	- - - - -	Geo. B. Reeve, T. M.
Grand Trunk Ry.	- - - - -	L. J. Seargent, T. M.
I. St. L. Ry.	- - - - -	{ G. M. Beach, T. M. A. J. Smith, G. P. A.
J. M. & I. Ry.	- - - - -	{ J. N. McCullough, 1st V.-P. E. A. Ford, G. P. A.

## CENTRAL TRAFFIC ASSOCIATION, APRIL 15, 1886.

L. S. & M. S. Ry.	- - - - -	{ John Newell, Gen. Mgr. W. P. Johnson, G. P. A.
L. & N. R. R.	- - - - -	S. S. Parker, D. P. A.
M. C. R. R.	- - - - -	{ H. B. Ledyard, Pres. O. W. Ruggles, G. P. A.
O. & M. Ry.	- - - - -	{ W. W. Peabody, Pres. W. B. Shattuc, G. P. A.
Pennsylvania Company	- - - - -	{ J. N. McCullough, 1st V.-P. E. A. Ford, G. P. A.
P. C. & St. L. R. R.	- - - - -	{ J. N. McCullough, 1st V.-P. E. A. Ford, G. P. A.
Vandalia Line	- - - - -	{ W. R. McKeen, Pres. E. A. Ford, G. P. A.
W. St. L. & P. Ry.	- - - - -	{ James Smith, G. T. M. F. Chandler, G. P. & T. A.
Geo. H. Daniels, Asst. Commissioner.		

Mr. Daniels, in taking the chair, stated that Mr. Blanchard had requested him to preside at the meeting, as he would be engaged a portion of the time with another meeting.

danger  
missions.

**176**—Mr. Ruggles, Mr. Lord and others, explained to the meeting the effect the payment of commissions and the cutting of rates by the Chicago & Atlantic, was having upon east-bound business. The matter was discussed at some length, and the question was asked if all lines would agree to abolish the payments of commissions, regardless of the action of the Chicago & Atlantic.

Mr. Chandler stated that he did not believe the Wabash could afford to stop the payment of commissions, so long as the Chicago & Atlantic and other lines in competition with them were paying.

In answer to inquiries of Mr. Blanchard, Mr. Ingalls, Mr. Ledyard and others, Mr. James Smith outlined the policy of the Wabash to be against the payment of commissions, and stated that the Wabash would not be found paying commissions or cutting rates, when all other roads with which the Wabash competed discontinued these practices.

Mr. Blanchard then stated, that the lines being unable to secure the coöperation of the Chicago & Atlantic in discontinuing the payment of commissions and the maintenance of rates, it became his duty, under the Articles of the Association, to lay the matter before the Trunk Lines in New York, and as a Committee of Conference had been appointed to go to New York for other purposes, he asked the meeting to authorize the same Committee to take up the passenger questions with the Trunk Lines at the same time.

It was, on motion,

**177- Adopted.** That the protection of the Western lines required under the contracts of the Trunk Lines in the passenger department, be one of the subjects referred to Committee of Conference appointed at the Managers' meeting, this morning.

Passenger  
commissions referred  
to conference  
committee.

Adopted.

On motion, adjourned at 3:45 P.M.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. MCKNIGHT,  
SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**INDIANAPOLIS COMMITTEE,**  
**COMMISSIONER'S OFFICE, CHICAGO,**  
**THURSDAY, APRIL 15, 1886.**

Present: Messrs.

M. E. Ingalls, President,	C. I. St. L. & C. R'y.
H. J. Fage, General Freight Agent,	
J. N. McCullough, 1st Vice-President,	C. St. L. & P. R. R.
D. S. Gray, Western Manager, &c.,	
C. C. Waite, Vice-President,	C. H. & I. R. R.
A. H. McLeod, General Freight Agent,	
G. M. Beach, General Manager,	C. C. C. & I. R'y.
Edgar Hill, General Freight Agent,	
James Smith, General Traffic Manager,	W. St. L. & P. R'y.
H. C. Diehl, General Freight Agent,	
W. H. McDoel, General Freight Agent,	I. B. & W. R'y.
G. R. Blanchard,	
L. D. Richardson,	Arbitrators.

al arguments on  
 Indianapolis  
 percentages.

178—The Indianapolis Committee met at 12 o'clock to submit to arbitration the arguments upon the percentages to be allotted to the several lines leading east from Indianapolis.

After discussion, it was agreed that each company should make an oral argument, and any further statements should be made to the Arbitrators in writing.

Arguments were made by all the Companies interested, after which the Committee adjourned.

G. R. BLANCHARD,  
 COMMISSIONER.

C. H. MCKNIGHT,  
 SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**ST. LOUIS COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO.

**THURSDAY, APRIL 15, 1886.**

Present : Messrs.

W. R. McKeen, President,	- - - - -	} Vandalia Line.
H. W. Hibbard, Genl. Frt. Agent,		
G. M. Beach, General Manager,	- - - - -	} I. & St. L. Ry.
Edgar Hill, Genl. Frt. Agent,		
M. S. Wasson, Div. Frt. Agent,	- - - - -	} W., St. L. & P. Ry.
James Smith, Genl. Traf. Manager,		
H. H. Courtright, Genl. Frt. Agt.,	- - - - -	} Chic. & Alton R. R.
Wm. Duncan, Genl. Frt. Agt.,		
H. S. DePew, Joint Agent.	- - - - -	} Ohio & Miss. Ry.
C. H. McKnight, Secretary.		

G. R. Blanchard,  
Commissioner.

The Committee met at 4:30 P. M.

The suggested amendments to the agreement were considered, and on motion of Mr. Duncan, it was

**179**—*Resolved*, That the insertion of the words Ashland, Huntington and Charleston, in Article 2, as eastern termini, be approved. St. Louis agreement amended.

Article 3, section B, was then considered.

Mr. Courtright said he was not authorized to agree to the pooling of local live stock, but would take up the matter with Mr. McMullin on his return, and advise the Commissioner the conclusions arrived at.

On motion of Mr. Duncan, it was

*Resolved*, That Section B, Article 3, be allowed to stand as originally agreed to.

The C. & A. Company not voting.

ST. LOUIS COMMITTEE, APRIL 15, 1886.

Article 5 was amended by the insertion of the words: "The same shall be tendered in as nearly equal and in proportions as practicable."

The Commissioner stated that at his request the visitors of the Chicago roads had been invited to meet at Chicago for the purpose of formulating and adopting uniform and agreed methods of stating the accounts under Article 6 and 7 of the agreement, as well as of auditing the monthly expenses of his office, and asked if it was the desire of the St. Louis roads to be represented.

pointments on  
litor's committee. **180**—On motion, Messrs. D. B. Howard, Auditor of the W., L. & St. P., and P. A. Hewitt, Auditor of the C., C., C. & I. roads, were added to the Committee.

In Article 27, the words "or elsewhere" were stricken out, and the words, "which is governed by rules of the Central Traffic Association," inserted, and the following words added to the clause: "and provided such action can be and is taken simultaneously by all the parties hereto against the same or other offending connections."

ffic crossing the  
mississippi north of  
Louis. **181**—The subject of including business from points beyond St. Louis, and crossing the Mississippi river at points north of the St. Louis District, being considered.

Mr. Smith said he would not object to reporting the business of his company from Missouri river points to points east of the Trunk Lines termini for statistical purposes, provided it is agreeable to the roads in the South Western Association, if the other roads in the Association would also agree to report; but he would not agree to pooling the business a second time. He would agree to anything that did not take money out of the Wabash treasury.

The following was offered:

*Resolved*, That the agreement be adopted as it stands.

Ayes: C., C., C. & I., O. & M. and W., St. L. & P. Railways.

Mr. Courtright said he would explain the clause relative to including local live stock to his General Manager, and would suggest that it be agreed to by his company.

Mr. McKeen said the agreement was unsatisfactory to his company, and he would vote against its adoption, but only because the outside points around St. Louis were not included in the St. Louis or some other contract.

The resolution was, therefore, not adopted.

On motion of Mr. Duncan it was

**182**—*Resolved*, That the Commissioner, with the aid of Mr. Midgley, Commissioner of the South Western Association, take up the question of intermediate traffic, examine it thoroughly as they may find the case deserves, and make a report to the Association, and advise the St. Louis roads as to their recommendation for pooling all intermediate traffic provided by the contract of the Central Traffic Association, not included in the Chicago, Peoria or St. Louis pools, and report whether an intermediate or independent pool may not subserve the same purpose.

Committee app  
to report upon  
intermediate tr.

On motion it was

**183**—*Resolved*, That Mr. John C. Gault be requested to act as arbitrator in fixing the St. Louis percentages, the arguments to be written and in the hands of the arbitrator by May 1; and that no oral arguments be made, unless the arbitrator so requests.

Arbitrator of S  
Louis percents  
appointed.

The appointment of a member of the Executive Committee was postponed until the next meeting.

It was ordered that the expenses of the St. Louis Joint Agency be paid as formerly, until otherwise arranged.

The question of whether the disability clause of the Agreement should apply from April 1, because of the strike, was left to the decision of the St. Louis Committee and the Joint Agent.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**TOLEDO & DETROIT**  
AND  
**CHICAGO COMMITTEES,**  
COMMISSIONER'S OFFICE, CHICAGO,  
**FRIDAY, APRIL 16, 1886.**

The officers of the Companies interested in forming a Traffic Agreement at Toledo and Detroit, met at the Commissioner's Office at 10 o'clock A.M.

Present: Messrs.

L. J. Sargeant, Vice-Prest.,	- - - - -	} C. & G. T. Ry.
W. J. Spicer, Genl. Manager,	- - - - -	
H. B. Ledyard, President,	- - - - -	M. C. R. R.
John Newell, President,	- - - - -	L. S. & M. S. Ry.
D. W. Caldwell, Receiver,	- - - - -	N. Y. C. & St. L. Ry.
J. N. McCullough, Vice-Prest.,	- - - - -	} Penna Co.
D. S. Gray, Westn. Mangr., Etc.	- - - - -	
Frank Harriott, Gen. Frt. Agt.,	- - - - -	B. & O. R. R.
James Smith, Genl. Traf. Mangr.,	- - - - -	W., St. L. & P. Ry.

After a general discussion, Mr. Smith retired from the meeting, stating that to the extent his Company was interested in the Agreement it would be represented by officers of the Grand Trunk Ry.

The Commissioner read a telegram from Mr. A. G. Blair, of the Wheeling and Lake Erie Ry., saying he could not be present at the meeting, but was in accord with any move to pool Toledo east-bound, and would support any such arrangement upon an equitable and reasonable basis.

ledo and Detroit  
fic agreement.

**184.** It was agreed, that the Grand Trunk, Michigan Central, L. S. & M. S., Pennsylvania, Wheeling and Lake Erie, B. & O., N. Y. C. & St. L. and C. H. V. & T. Railways, would agree to a division of traffic not already apportioned from and through Port Huron, St. Clair, Detroit, Alexis, Manhattan Junction, Toledo, Sandusky,

Fort Wayne, New Haven, Defiance, Leipsic, Tiffin and Deshler, to and through the Western Termini of the Trunk Lines, on a percentage which shall represent the gross earnings of the roads between the points named; the N. Y. P. & O. to include traffic from and through Huntington, Ind., and via the Wheeling & Lake Erie.

The Commissioner was requested to obtain statistics and prepare an agreement by the first of May, which shall take effect as early as practicable, but not later than June first. It was agreed that rates should in the meantime be maintained on the percentages and divisions heretofore prevailing.

**185**—The meeting proceeded to the consideration of questions relating to the Chicago Agreement. Chicago agreement amended.

On motion it was

*Resolved*, That the dead-freight traffic going to and beyond Ashland, Huntington and Charleston shall be included in the Chicago division.

**186**—The Commissioner read a telegram from Messrs. S. D. Caldwell, W. Bullard and E. T. Evans, asking the assurance of the rail lines west of Buffalo that they will make no rates on classified merchandise coming to Buffalo by canal, which will be lower than the proportion west of Buffalo of the established all-rail rates from the seaboard. It was so agreed, provided the Erie and B., N. Y. & P. roads would do the same.

West-bound traffic from Buffalo.

On motion of Mr. Ledyard, duly seconded, it was

**187**—*Resolved*, That Mr. J. C. McMullin be requested to act as arbitrator in fixing the percentages among roads from Chicago east-bound. Arbitrators of Chicago percentages appointed.

On motion of Mr. Gray it was

*Resolved*, That Messrs. Potter and Cable be requested to act as the two additional arbitrators required by the contract in fixing the Chicago percentages.

TOLEDO AND DETROIT AND CHICAGO COMMITTEE, APRIL 16, 1886.

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It was agreed that the final meeting provided for by Article 20, at which the arbitrators shall be present, had been held, notwithstanding the absence of the arbitrators, owing to the peculiar circumstances of the resignation of Mr. Riddle, because of ill health.

It was also

*Resolved*, That written arguments should be in the hands of the arbitrators by the first of May, after which time a meeting should be held, at which oral arguments would be presented.

It was also

*Resolved*, That the statistics should embrace the calendar years 1884 and 1885.

The Commissioner read a telegram from Commissioner Fink, stating that the Trunk Lines unanimously approved the recommendation that no change be made in east-bound rates.

Adjourned, subject to the call of the Chairman.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

## CLASSIFICATION TO WESTERN TERMINI OF TRUNK LINES.

## CIRCULAR No. 7.

CHICAGO, APRIL 21, 1886.

## CLASSIFICATION TO WESTERN TERMINI OF THE TRUNK LINES.

*To the Managers of the Companies in the Central Traffic Association:*

**188**—The attention of this office having been called to the fact that classifications are in some instances used for traffic passing from contract points to the western termini of the Trunk Lines, which differ from the Official East-Bound Classification, it was ordered by the Association taking effect at once that in all such instances the Official East-Bound Classification be used.

Official east-bound  
classification to be  
used.

Kindly conform thereto, and oblige,

Yours respectfully,

G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
**CHICAGO COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO,  
 WEDNESDAY, MAY 12, 1886.

Present: Messrs.

John Newell, President,	L. S. & M. S. Ry.
H. B. Ledyard, President,	Michigan Central R. R.
D. W. Caldwell, Receiver,	N. Y., C. & St. L. Ry.
D. S. Gray, Westn. Mangr., etc.,	P., F. W. & C. Ry.
Wm. Stewart, Genl. Frt. Agt.	C., St. L. & P. R. R.
W. J. Spicer, General Manager,	C. & G. T. Ry.
Geo. B. Reeve, Traffic Manager,	
C. S. Wight, Asst. Gen. Frt. Agt.,	B. & O. R. R.
C. H. McKnight, Secretary.	G. R. Blanchard, Commissioner.

The Commissioner reported he had conferred with the Trunk Line Commissioner upon the relations of the Central Traffic Association to the Joint Committee and the Trunk Line Commission without final result. The Trunk Line Executive Committee had adopted an amended report of Commissioner Fink, which embodied its views, and would send it here for action by this Association.

The Commissioner also reported that he had conferred with Mr. Benedict, the President-elect of the Chicago & Atlantic Railway Company, upon the subject of that company entering the Chicago Agreement, and had encouragement to believe that it would do so.

He stated that a large amount of traffic had been billed from Chicago to Fort Gratiot, Toledo, Detroit and elsewhere, at low special rates, which was afterward reshipped, or afforded opportunity for reshipment, to Buffalo and other

CHICAGO COMMITTEE, MAY 12, 1886.

eastern points, at less than the established through tariff rates. He asked what action the Committee desired him to take.

Mr. Gray offered the following:

Traffic to short p  
to be included in  
Chicago division

**189**—*Resolved*, That the Commissioner be required to ascertain the amount of business that has been forwarded over any of the pool lines from Chicago to Toledo, Fort Gratiot, or elsewhere, from January 1, 1886, in violation of the 23d Article of the Chicago Agreement, and that the amount of the same be included in the pool accounts, and the road carrying the same be required to account for it, in accordance with the same Article.

Mr. Newell offered the following amendment:

Provided, however, that the Commissioner shall ascertain the route by which the property was carried from the point of transfer, and, if by the road of any party to this contract, such party shall account for its proportion of the earnings on such traffic.

The amendment was accepted by Mr. Gray.

The vote on the resolution as amended was as follows:

Ayes: C. & G. T.; L. S. & M. S.; P. F. W. & C.; C. St. L. & P.; N. Y. C. & St. L. and B. & O.

Noes: M. C.

The resolution was declared adopted.

The Committee took a recess until 3 o'clock.

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#### AFTERNOON SESSION.

The Commissioner stated that in response to a request to the Arbitrators for an interview with the Chicago Committee they said they would meet the Committee at this office at 10 o'clock, A.M., tomorrow.

Chicago & Atlan  
and Wabash tra

**190**—Mr. Ledyard asked for a ruling as to whether the traffic delivered by the Chicago & Atlantic and Wabash to the Grand Trunk should not be reported.

The Commissioner said Mr. Seargeant did not refuse to report that traffic. He read a letter and telegram from Mr. Seargeant, stating that the delay in forwarding the Detroit returns had arisen from the fact that the origin of such traffic

CHICAGO COMMITTEE, MAY 13, 1886.

had never been put on the way bills by some of his Detroit connections. Measures, however, were taken to secure the information so soon as the necessity for it arose, and he did not apprehend that there would be any further difficulty in the matter.

Mr. Spicer in response to a question said he did not represent the Grand Trunk Line from Detroit to the Niagara frontier on business via the Chicago & Atlantic and Wabash and Grand Trunk routes to Buffalo.

The subject was postponed until tomorrow and the Commissioner was directed to telegraph Mr. Sergeant and request him to authorize the Grand Trunk representatives to act for that portion of his line in accordance with Article sixteen of the contract.

Commissioner Fink's  
expenses. **191**—The Commissioner said he had received from Mr. Fink statements for March and April of expenses of his office, incurred on account of western roads for statistical work. He had apportioned them upon the same basis as he divided the expense of his own office, and sent them to the roads with the request that remittances be made direct to Commissioner Fink. So far as the proportion of the Chicago roads was involved this action was approved.

After an informal discussion on the majority and minority reports of the Percentage Committee on motion the Committee adjourned until Thursday at 10 A.M.

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SECOND DAY—THURSDAY, MAY 13, 1886.

The Committee reassembled at 10 o'clock A.M., pursuant to adjournment.

192—In addition to the members of the Committee, Messrs. J. C. McMullin, R. R. Cable and T. J. Potter, Arbitrators, were present by appointment.

After conference it was decided that the Arbitrators would meet the Committee on Monday May 24, at 10 A.M., at the Commissioner's office, to consider the division of east-bound traffic between the Chicago roads.

Mr. McMullin stated on the part of the Board that they would examine the written arguments now in their hands, and if they desired any additional information it would be asked for. He desired the Committee to decide the basis upon which the arbitration should proceed.

After the retirement of the Arbitrators and a full discussion was had, on motion of Mr. Ledyard it was

**193**—*Resolved*, That the Arbitrators are desired to consider the pending question of the Division of the Chicago East-Bound Dead Freight and Live Stock Traffics among the roads submitting their claims to their award, without limitation as to statistics, circumstances or period to be considered, and with full reference to all the facilities, capacities and facts connected with each line.

Resolutions concerning arbitration.

The Commissioner is directed to furnish the said board all the reports, papers, and facts in his possession, bearing on past Chicago data or arbitrations, and for such use, information or guidance as the Arbitrators may see fit to attach to the same.

*Resolved*, That no further written arguments shall be submitted, unless so desired by the Arbitrators, and the oral hearing fixed for May 24, shall be for the purpose of responding to any inquiries the Arbitrators may make, or explanations they may desire touching the arguments submitted or the facts involved.

On motion, it was farther

*Resolved*, That the above resolutions are hereby agreed to as being in conformity with and in fulfillment of the twentieth and twenty-first clauses of the Chicago Agreement of January first, 1886, except that any party hereto may, at any time on or prior to Thursday, the twentieth instant, correct any errors in arguments or statements already submitted. Nothing in this or the next foregoing resolutions shall, however, be construed as limiting the authority of the Arbitrators to call for any additional information they may desire, or the duty of the parties in that event to promptly furnish the same.

The Commissioner laid before the meeting the replies of the Companies to his circular letter, relating to certain information to be furnished the Board of Trade.

CHICAGO COMMITTEE, MAY 19, 1886.

On motion it was

Statements to  
Chicago Board of  
Trade.

**194**—*Resolved*, That the Commissioner is directed to receive, tabulate and furnish to the Chicago Board of Trade, weekly statements of the total tonnage sent from Chicago by articles, the same to be published by the authority of the Board of Trade, and thereafter to discontinue the public statements of pool tonnage.

On motion it was

All local or through  
Chicago traffic to be  
reported.

**195**—*Resolved*, That all local or through traffic billed by the pool roads from Chicago eastwardly, shall be reported to the Commissioner on his request.

The Commissioner read a letter from Mr. Wicker, Commissioner of the Chicago Freight Bureau, asking that the Commissioner's letter of the 14th of April, communicating the decision of this Committee as to remitting the charge of \$2 per car for sending empty cars to elevators, be modified so as to read, "approximately half the charges of the western roads," which shall not be construed to mean half the track and toll service or switching charges of local corporations.

The Committee withheld its approval of the modification asked for, and the Commissioner was directed to write Mr. Wicker for further information, and report.

Delivery expenses on  
diverted freight.

**196**—The subject of the division of the expenses for the delivery of diverted freight at destinations was considered, and, after discussion, it was

*Ordered*, That the carrying road shall not be put to extra expense for delivery at destinations; and that freight for special delivery should not be tendered, unless at the final delivery expense of the party tendering; and if, in such case, the road tendered to decline to receive the same, such freight should not be charged to it.

Recess until 2 o'clock.

## AFTERNOON SESSION.

The commissioner presented the minority report of the Percentage Committee, and asked the views of the Committee as to what action should be taken to protect the Chicago roads if the percentages from Mississippi river points were not advanced.

After discussion, it was decided to refer the subject to the Executive Committee.

The Commissioner read the reply of Mr. Sargeant to his telegram of yesterday, stating that he felt concerned at the immense diversion of traffic via irregular routes, and was desirous of joining in any proper efforts to prevent short billing, and had taken action to that effect. He had wired Messrs. Spicer and Reeve to represent his company today.

Messrs. Spicer and Reeve, not having received such authority, desired that it be understood that they did not represent the Grand Trunk Company.

On motion of Mr. Ledyard, it was

**197—Resolved**, That the Commissioner be instructed to advise the Chairman of the Trunk Line presidents of the extent to which the Chicago pool is being depleted by the operations of the Chicago & Atlantic Ry. and its connections via Laketon, the Wabash, St. Louis & Pacific, and the Grand Trunk; and via Marion, and the C., H. V. & T., the B. & O., and the N. Y., P. & O. railroads to eastern destinations; and to state that in the judgment of the presidents and managers of the Chicago pool lines the present pooling contract from Chicago cannot be maintained unless these depletions by the reduction of rates and otherwise by the Chicago & Atlantic and connecting lines and routes referred to can be stopped, and that the Commissioner request the Trunk Line presidents for a conference with the presidents and managers of the Chicago roads at as early a date as practicable on this matter, and that the Commissioner shall advise the parties here present when such conference shall take place.

Conference of  
Chicago Managers  
and trunk line  
Presidents on  
depletions via  
Chicago & Atlantic.

The Commissioner read a letter from Joint Agent Moore, stating that the Lake Shore Company desired the minimum weight of cattle shipments reduced to 16,000 pounds per car, to provide for their large number of 28-foot cars, and

CHICAGO COMMITTEE, MAY 18, 1886.

minimum weight on  
tyle in 28-foot cars.

that he was instructed to refer the matter to the Commissioner for the decision of the managers. It was

**198**—*Resolved*, That the minimum weight of cattle in carloads, in 28-foot cars only, be fixed at 19,000 pounds, to take effect the 14th instant, and that the Commissioner instruct the Joint Agent to have weighed full loads of cattle in cars of various lengths, to ascertain the average weight per car, and report the same at the next meeting.

On motion, the following resolutions were adopted:

erpretation of  
rticles 7 and 8  
icago Agreement,  
lement of  
nthy balances.

**199**—*Resolved*, The interpretation of Articles 7 and 8 of the Chicago contract, dated January 1, is hereby authorized and directed to be as follows:

At the close of each month the Commissioner shall collect from each road in excess the amount it may be over taking live stock and dead freight together, but stating both said classes of traffic separately for purposes of record.

Each company shall have the month after such payments to even its excesses in said divisions, or either of them, but at the end of said second month the money shall be computed upon the actual tonnage carried in each class for the two months as if they were one, and the balances shown accordingly. Collections and payments shall then be made therefor, and the same shall be final and close the said two months' accounts; it being the intent that final money settlements shall be made bi-monthly, except that excess balances due in the first month of any bi-monthly period shall be collected by and paid to the Commissioner, subject to the state of the accounts at the close of the second month of such period.

*Resolved*, That this method of settlement of balances is agreed to, subject to the condition that at the end of the month of June it shall be the right of any of the parties to return to the original method of settlement; it being understood that the balances of April may be evened with May, and after such allowances are first made the balances of the traffic at the end of June shall be stated as of the two months.

On motion adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

CIRCULAR NO. 8.

CHICAGO, May 13, 1886.

*To the Managers of the Central Traffic Association:*

**200**—Herewith are copies of the majority and minority reports of the Percentage Committee appointed by Circular No. 1 of this Association, February 25, 1886. Reports of percentage committee.

Mr. Ripley advises me that he dissents from the minority report in respect of making and publishing per cents at all junction points. In other respects he concurs with it. It was stated on the appointment of this Committee that "the action of this Committee will be submitted to the Joint Committee for amendment or confirmation."

Preparatory thereto will you kindly and promptly examine the reports and accompanying percentages, and record upon the blank form, transmitted herewith, how your Company votes upon the adoption of the one or the other of them. If your Company dissents from the majority, or during the deliberations of the Committee objected to or now objects to any of the percentages, kindly insert in the proper spaces of the enclosed blank the point or points objected to, the percentage which you think should prevail therefrom and your reasons for objection or substitution.

I transmit also, as desired by its Chairman, a copy of the Sub-Committee's report. Also a copy of resolutions omitted from the majority report touching percentages from points west of Chicago.

I will thank you for as prompt action as practicable upon this subject with a view to its early transmission to the Trunk Lines for action. Yours very respectfully,

G. R. BLANCHARD,  
COMMISSIONER.

## CIRCULAR NO. 9.

CHICAGO, May 13, 1886.

*To the Managers of the Central Traffic Association:*

int agents to be  
ld-direct by  
lways interested.

**901**—On the 1st instant I submitted to the roads in interest, a proposition that the various Joint Agents be paid direct by the railways interested at each point. The replies from all points and roads being favorable, with one or two votes conditioned upon the plan being generally approved, you are hereby respectfully advised that, beginning with the said expense accounts for May, they will be audited by the several local Committees. You are respectfully requested to make payment thereof for that month, and thereafter, direct to the Joint Agent upon the customary and satisfactory audit.

Yours very respectfully,

G. R. BLANCHARD,  
COMMISSIONER.

## PROCEEDINGS OF A MEETING OF THE

CHICAGO COMMITTEE,  
COMMISSIONER'S OFFICE, CHICAGO,

MONDAY, MAY 24, 1886.

## Present: Messrs.

John Newell, President,	- - - - -	} L. S. & M. S. R'y.
J. T. R. McKay, Genl. Freight Agt.,	- - - - -	
H. B. Ledyard, President,	- - - - -	Mich. Cent. R. R.
D. W. Caldwell, Receiver,	- - - - -	N. Y. C. & St. L. R'y.
D. S. Gray, Western Manager,	- - - - -	} P. F. W. & C. R'y.
Wm. Stewart, Genl. Freight Agt.	- - - - -	
Orland Smith, 3d Vice-President	- - - - -	} C. St. L. & P. R. R.
Frank Harriott, Genl. Freight Agt.	- - - - -	
L. J. Seargent, Vice-President,	- - - - -	} B. & O. R. R.
W. J. Spicer, Genl. Manager,	- - - - -	
Geo. B. Reeve, Traffic Manager,	- - - - -	} C. & G. T. R'y.
Thos. C. Moore, Joint Agent, Chicago.	- - - - -	
C. H. McKnight,		G. R. Blanchard, Commissioner.
Secretary.		

## There were also present: Messrs.

J. C. McMullin,	- - - - -	} Arbitrators.
R. R. Cable,	- - - - -	
T. J. Potter,	- - - - -	

The morning session was occupied in answering the inquiries of the Arbitrators and furnishing them oral information relating to the traffic of various companies under consideration, and supplying oral statements supplementary to the arguments submitted in writing.

## AFTERNOON SESSION.

202—The Commissioner called attention to the practice of fictitious billing by roads west of Chicago, and read a letter Fictitious billing  
by roads west of  
Chicago. he had addressed to the officers of those lines upon the

CHICAGO COMMITTEE, MAY 25, 1886.

subject. He asked that stringent orders be given to the local representatives of the Chicago Roads to endeavor to stop it.

He reported that he had had an interview with Mr. Benedict, President of the Chicago & Atlantic Company, on Saturday, the 22d instant, and had written Mr. Benedict a letter of the same date, which he submitted for consideration.

A telegram from Mr. Benedict in reply to this letter was also submitted.

Pending the discussion and consideration of this correspondence the Committee adjourned the question until the next day.

In response to the request of the Commissioner, Mr. Seargeant explained the position of the Grand Trunk Company from Detroit to Suspension Bridge, and the reasons for the non-representation of that line at the last meeting of the Chicago Committee. The further consideration of this question was also deferred until the following day.

On motion, adjourned.

SECOND DAY—TUESDAY, MAY 25, 1886.

The committee met pursuant to adjournment, at 4 o'clock p.m., all companies but the N. Y. C. & St. L. Ry. being present.

~~Chicago & Atlantic  
negotiations.~~ **203**—The correspondence of the Commissioner with President Benedict, of the Chicago & Atlantic Company, was considered, and it was decided not to confirm the Commissioner's recommendations in behalf of that company.

It was

*Resolved*, That the Commissioner be directed to offer Mr. Benedict, as a substitute, 10½ per cent of the total dead freight shipments from Chicago and initial territory specified in the contract, which percentage shall cover the traffic via all its connections, on condition that the Chicago & Atlantic Company becomes a party to the Chicago Freight and Passenger Agreements, or, as an alternate proposition, that its differences be submitted to arbitration.

A telegram from the Commissioner to President Benedict was read and approved.

**204**—The Commissioner stated that he was authorized by Mr. Seargeant to say that if it was deemed desirable to have the signature of the Grand Trunk Company proper added to the Chicago Agreement, to cover that part of the line between the Detroit river and Toronto and Buffalo, it would be affixed; also, that Mr. Seargeant had explained that a multiplicity of recent engagements at points widely apart had prevented due representation of all the routes of his company at recent meetings, and had assured him he would hereafter be duly represented, if not present. Mr. Seargeant afterward confirmed this statement of the Commissioner.

All routes of  
Grand Trunk to be  
represented.

On motion, the committee adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

# CENTRAL TRAFFIC ASSOCIATION.

PROCEEDINGS OF A MEETING OF THE  
**EXECUTIVE COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO,  
 TUESDAY, MAY 25, 1886.

Present : Messrs.

John Newell, President, - - - - -	L. S. & M. S. Ry.
D. S. Gray, representing - - - - -	} Penna. Company.
J. N. McCullough, First Vice-President, - - - - -	
Orland Smith, Third Vice-President, - - - - -	B. & O. R. R.
A. A. Talmage, General Manager, - - - - -	W. St. L. & P. Ry.
H. D. Diehl, representing - - - - -	} I. B. & W. Ry.
C. E. Henderson, General Manager, - - - - -	
G. M. Beach, General Manager, - - - - -	I. & St. L. Ry.
M. E. Ingalls, President, - - - - -	C. I. St. L. & C. Ry.
W. J. Spicer, General Manager, - - - - -	C. & G. T. Ry.
E. P. Ripley, General Freight Agent, - - - - -	C. B. & Q. R. R.

There were also present : Messrs.

H. B. Ledyard, President, - - - - -	Mich. Cent. R. R.
John B. Carson, Vice-President, - - - - -	L. N. A. & C. Ry.
James Smith, General Traffic Manager, - - - - -	W. St. L. & P. Ry.
Geo. B. Reeve, Traffic Manager, - - - - -	C. & G. T. Ry.
Wm. Stewart, General Freight Agent, - - - - -	Penna. Company.
J. T. R. McKay, General Freight Agent, - - - - -	L. S. & M. S. Ry.
A. Mackay, General Freight Agent, - - - - -	Mich. Cent. R. R.
D. T. McCabe, General Western Freight Agent, - - - - -	C. St. L. & P. R. R.
R. H. Hill, Chief Clerk Freight Accounts, - - - - -	L. S. & M. S. Ry.
C. H. McKnight, - - - - -	G. R. Blanchard,
Secretary. - - - - -	Commissioner.

The Commissioner stated that votes of all the companies in the Association upon his nominations for the Executive Committee had been received, except from five companies, and that all of them were in favor of the names suggested, and that the appointments would be announced by circular.

He stated that the subjects referred to the Conference Committee, appointed at the meeting of the Association of the 15th of April, would be by general consent referred to this Committee. Approved.

The first subject referred to that Committee was the expenses incurred in Commissioner Fink's office for statistical work done for Western roads, yet amounting to about \$25,000 per annum, and asked what action the Committee desired to take as to the continuance of that expense.

He suggested that a considerable portion of that expense might be transferred to the Western Termini of the Trunk Lines, so that errors in weights, short billing and re-billing, transfer of cars, etc., could be supervised at these points.

On motion it was

**205**—*Resolved*, That the Commissioner be authorized to incur any expense which shall not increase the general expenses of the Association for inspection of way bills, etc., at the Trunk Line termini, the expense thereof to be equitably divided between the two organizations.

Inspection  
of way-bills at  
Trunk Line  
termini.

He stated that the expenses of the organization had heretofore been apportioned upon the basis furnished by Commissioner Fink, but that basis needed revision because of changes in the relations of many of the companies since it was made. He then submitted a new basis.

After a full discussion relating thereto, on motion of Mr. Ingalls, it was

**206**—*Resolved*, That the subject of the basis of percentages for dividing general expenses be referred to a special committee consisting of Messrs. D. S. Gray, Orland Smith and A. A. Talmage.

Percentages  
for dividing  
general expen-

The Commissioner made a statement of the condition of all the present traffic agreements, the results of the four months from January 1st at Chicago, and the aggregate benefits estimated to have resulted from the maintenance of a rate of 25 cents as compared with a rate of 15 cents.

The subject of forming contracts for the intermediate traffic

## EXECUTIVE COMMITTEE, MAY 25, 1886.

passing between St. Louis and Peoria, and Peoria and Chicago, was next considered, and after a full discussion, it was

Intermediate traffic between St. Louis and Peoria and Peoria and Chicago.

**207**—*Resolved*, That all traffic which is destined to or east of the Western Termini of the Trunk Lines, which is sent from or via Beardstown, Ashland, Wann and Alton Junction, shall be treated by this Association as St. Louis tonnage, and be included and divided in the St. Louis agreement at East St. Louis rates.

All traffic sent from or via Bloomington or Peoria, to or beyond said Trunk Line termini, shall be treated as Peoria tonnage, and be included and divided under the Peoria contract at Peoria rates.

All traffic sent from or via Seneca, Dwight and Streator, to or beyond said Trunk Line termini, shall be included and divided in the Chicago agreement at not less than the Chicago rates.

All the traffic of the Wabash, St. Louis & Pacific, which comes from points on or west of the Mississippi River, and is destined to or east of the Trunk Line termini, shall also be included and divided in the Chicago agreement at Chicago rates.

*Resolved*, That no intermediate points other than those mentioned shall be recognized as gateways for trans-Mississippi Traffic except by consent of this Association.

*Resolved*, That this arrangement shall take effect as of June 1st, 1886.

On motion, it was :

*Resolved*, That the next meeting of the Executive Committee be left subject to the call of the Chairman, and at which time it will be decided how frequent the regular meetings of the Committee shall be.

The Commissioner announced that in consequence of the withdrawal of Mr. Riddle as passenger Arbitrator, it was necessary to appoint an arbitrator for passenger matters. It was

**208**—*Resolved*, That the Passenger Committee be requested to nominate five persons to the Executive Committee, for the purpose of selection therefrom of a passenger arbitrator.

The Commissioner submitted a proposed form of organization of the Association, and, after discussion, it was

Passenger Arbitrator.

Form of organization.

**209**—*Resolved*, That the proposed organization and rules be put in form, and a copy sent to each member of the Executive Committee, and that the subject be taken up for consideration at the next meeting of the committee.

The Commissioner stated that Mr. Daniels had accepted

the position of Commissioner of the Central Passenger Committee, at a salary of \$3,600, with the understanding that, when that committee was merged into the Central Traffic Association, his salary would be increased, and stated that various gentlemen on the Passenger Committee had advised that it be made \$7,200. In his position of Commissioner of the Colorado Pool he was receiving \$7,000.

On motion of Mr. Ingalls, it was

**210**—*Resolved*, That the subject of the compensation of Assistant Commissioner Daniels be referred to the Commissioner, Mr. Newell and Mr. Gray, to consider and report at the next meeting of the committee what in their judgment would be a proper compensation.

Salary of Assistant Commissioner.

The sub-committee to whom was referred the basis of percentages for dividing freight and passenger expenses of the Association, through Mr. Gray reported favorably upon the basis for dividing freight and passenger expenses.

**211**—*Resolved*, That the basis for dividing freight and passenger expenses submitted by the Commissioner be adopted tentatively, subject to revision hereafter, and that settlements be made on that basis.

Basis for dividing general expenses.

The committee adjourned, subject to call of the chair.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. MCKNIGHT,  
SECRETARY.

**CIRCULAR NO. 10.**

CHICAGO, May 26, 1886.

*To the Managers of the Central Traffic Association:*

## ouncement Executive mittee.

**212**—*Gentlemen*,—I respectfully announce that the votes upon the nominations to the Executive Committee of this Association were unanimous in favor of the names proposed, and that all but four companies voted.

The Executive Committee, as at present composed, is therefore as follows:

John Newell, A. A. Talmage,  
 J. N. McCallough, C. E. Henderson,  
 Orland Smith, G. M. Beach,  
 M. E. Ingalls, E. P. Ripley,  
 W. J. Spicer.

At the next meeting of the Association the question of adding two to the number will be presented.

In the absence of dissent the Executive Committee will assume the duties devolved upon the Conference Committee, appointed at the meeting of the Association of April 15, and the latter committee will be dissolved.

Respectfully, G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
**LOUISVILLE COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO,  
 THURSDAY, MAY 27, 1886.

Present : Messrs.

W. H. McDoel, General Freight Agent,	- - - - -	L. N. A. & C. R'y.
J. M. Culp, General Freight Agent,	- - - - -	L. & N. R. R.
James R. Clark, representing,	- - - - -	} O. & M. R'y.
Wm. Duncan, General Freight Agent,	- - - - -	
D. T. McCabe, representing,	- - - - -	
R. W. Geiger, General Freight Agent,	- - - - -	} J. M. & I. R. R.

There were also present : Messrs.

H. C. Wicker,	} Arbitrators.
R. H. Campbell,	
G. R. Blanchard,	

The committee met at 10:30 A.M.

Oral arguments were submitted by the representatives present in favor of the percentages to be awarded to their several lines of the East-Bound Traffic from Louisville, New Albany, and Jeffersonville.

The Commissioner stated that difficulties had been encountered in attempting to make settlement under the Chicago Agreement of the monthly balances, and it had been decided to adopt the bi-monthly plan of settlement in lieu of the plan provided for in the Agreement.

After discussion the following was adopted :

**213**—*Resolved*, The interpretation of Articles 7 and 8 of the Louisville Agreement, dated March 1, is hereby authorized and directed to be as follows :

At the close of each month, the Commissioner shall collect from each company in excess the amount it may be over in revenue.

Bi-monthly  
settlements  
adopted by  
Louisville  
Committee.

LOUISVILLE COMMITTEE, MAY 27, 1886.

Each company shall have the month after such payments to even its excesses, but at the end of said second month the money shall be computed upon the actual tonnage carried for the two months as if they were one, and the balances shown accordingly. Collections and payments shall then be made therefor, and the same shall be final and close the said two months' accounts, it being the intent that final money settlements shall be made bi-monthly, except that excess balances due in the first month of any bi-monthly period shall be collected by and paid to the Commissioner subject to the state of the accounts at the close of the second month of such period.

The question arose as to the manner in which the statistics furnished the arbitrators should be used, and the period of time for which statistics should be included.

After discussion the following was adopted.

ouisville  
rbitation.

**214**—*Resolved*, That the arbitrators are desired to consider the pending question of the division of the Louisville east-bound dead freight traffic among the roads submitting their claims to their award, without limitation as to its statistics, circumstances or period to be considered, and with full reference to all the facilities, capacities and facts connected with each line.

The Commissioner is directed to furnish the said board all the reports, papers and facts in his possession for such use, information or guidance, as the arbitrators may see fit to attach to the same.

The arbitrators announced their intention to proceed to Louisville and examine the terminal facilities at that point.

On motion the meeting adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
**INDIANAPOLIS COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO,

TUESDAY, JUNE 1, 1886.

Present: Messrs.

G. M. Beach, General Manager, - - - - -	C., C., C. & I. Ry.
Edgar Hill, General Freight Agent, - - - - -	
A. S. White, Assistant General Freight Agent, - - - - -	C., H. & D. Ry.
C. C. Waite, Vice-President, - - - - -	
A. H. McLeod, General Freight Agent, - - - - -	I., P. & C. Ry.
E. H. Scott, Agent for Trustees, - - - - -	
James Smith, General Traffic Manager, - - - - -	W., St. L. & P. Ry.
D. S. Gray, Western Manager, etc., - - - - -	C., St. L. & P. R. R.
Wm. Stewart, General Freight Agent, - - - - -	
H. C. Diehl, General Freight Agent, - - - - -	I., B. & W. Ry.
W. H. McDoel, General Freight Agent, - - - - -	L., N. A. & C. Ry.
W. C. Hobbs, Assistant General Freight Agent, - - - - -	C., I., St. L. & C. Ry.
L. D. Richardson, - - - - -	Arbitrators.
G. R. Blanchard, - - - - -	

After discussion as to whether arguments upon the division of live stock should be submitted in present arbitration it was

**215—Resolved**, That the arguments and arbitration upon the live stock percentages shall be deferred for the present, and be taken up at the request of the Commissioner; and that the Board of Arbitration appointed at Indianapolis was appointed to consider dead freight only.

Arbitration of  
Indianapolis live  
stock percentages  
to be deferred.

The Commissioner stated that the Indianapolis contracts were in the hands of Mr. Waite, who had delayed signing the agreements until it was determined if live stock from Indianapolis to Cincinnati and Louisville shall be excluded from the Agreement.

Mr. Waite said his recollection was, and his memoranda

INDIANAPOLIS COMMITTEE, JUNE 1, 1886.

showed, that live stock from Indianapolis consigned locally to Cincinnati and Louisville, should be exempted from the Agreement, and offered the following:

*Resolved.* That the live stock consigned locally to Cincinnati and Louisville proper shall be exempted from live stock divisions in Indianapolis Traffic Division, but that such traffic shall be reported for statistical purposes and future action of the Association.

The resolution was not agreed to.

On motion of Mr. Gray, it was

~~Contract to include  
of live stock and  
dressed meats~~

**216**—*Resolved.* That the Indianapolis Pool Contract, with respect to the live stock and dressed meats branch of it, be interpreted as including all live stock and dressed meats shipped from Indianapolis over the whole or any part of the roads parties to the pool contract, whether destined to through or local points on said roads; provided, that if any difference exists as to the amount to be contributed on live stock stopping short of the Trunk Lines when the same is arbitrated that question shall be determined by the arbitrators.

The Commissioner presented the report of the Indianapolis sub-committee, defining Article 2, Section A, of the agreement relative to freights originating at points beyond and passing through Indianapolis, which are excluded from the dead freight division, which is as follows:

~~Freights excluded  
from Indianapolis, in  
agreement~~

**217**—*Resolved.* That package freight and less than carload shipments of any kind consigned through and not stopped at Indianapolis for the convenience of consignors or consignees, but are transferred for the convenience of the roads interested, whether by dray or from car to car, shall be excluded from the Indianapolis tonnage.

That carload shipments consigned through and transferred from car to car at Indianapolis for the convenience of the roads interested, and not the consignors or consignees, shall be excluded from the Indianapolis pool tonnage, except grain of any kind passing through elevators from any cause, which shall be included in the Indianapolis pool tonnage.

He stated that all votes have been in favor of the report of the sub-committee, except that of the C. H. & D., which company had not voted.

Mr. Waite said his company would vote for the report, and it was declared unanimously adopted.

On motion of Mr. Beach, it was

**218—Resolved**, That in case the two arbitrators disagree, they shall have the right to choose a third if they desire, and the decision of the three shall be final.

Arbitrators have the right to choose a third.

Mr. Beach said he had received from the L. N. A. & C. a draft for old balances which had been awarded by Commissioners Blanchard and Fink, and that he had declined payment because the draft was not drawn by authority of Commissioner Blanchard.

The Commissioner stated that there had been some objection to the award. It had been made from the papers in the New York office, but he had been furnished certain facts by Mr. James Smith, which were not before him during the arbitration, and suggested that it be referred back to the arbitrators to consider whether the new evidence was sufficient to have the case re-opened.

After discussion as to the propriety of re-opening the arbitration, on motion of Mr. Gray, it was

**219—Resolved**, That the award of Commissioners Blanchard and Fink, in the matter of the old balances of the Indianapolis Pool, be confirmed, and that settlements be made in accordance therewith.

Award as to old Indianapolis balances confirmed

Mr. Hill asked consideration of the following resolution, which had been presented to the St. Louis Committee, but not adopted :

*Resolved*, That all live stock shall be weighed, and actual weights charged for at full printed tariff rates, provided Cincinnati and Indianapolis will adopt and carry out the same rule.

The Chairman to confer with the joint agents at those points, and request their aid and coöperation in securing concurrent action from their committees, and agreement as to the date this shall take effect.

On motion of Mr. Deihl, the resolution was referred to the Executive Committee of the Central Traffic Association.

On motion, the committee adjourned.

G. R. BLANCHARD,

COMMISSIONER.

C. H. McKNIGHT,

SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**TOLEDO & DETROIT COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO,

WEDNESDAY, JUNE 2, 1886.

Present: Messrs.

H. B. Ledyard, President, - - - - -	} M. C. R. R.
A. Mackay, General Freight Agent, - - - - -	
C. C. Waite, Vice-President, - - - - -	} Dayton & Mich. R. R.
A. H. McLeod, General Freight Agent, - - - - -	
C. S. Wight, Assistant General Freight Agent, - - - - -	B. & O. R. R.
Geo. B. Spriggs, General Freight Agent, - - - - -	N. Y. C. & St. L. Ry.
J. T. R. McKay, General Freight Agent, - - - - -	L. S. & M. S. Ry.
Jas. Smith, General Traffic Manager, - - - - -	W. St. L. & P. Ry.
D. S. Gray, Western Manager, &c., - - - - -	} N. W. Ohio R. R.
Wm. Stewart, General Freight Agent, - - - - -	
J. M. Ferris, General Manager, - - - - -	} C. H. V. & T. R. R. T. & O. C. R. R.
W. H. Bennett, General Freight Agent, - - - - -	
A. G. Blair, General Freight Agent, - - - - -	T. A. A. & N. M. Ry.
W. H. Pettibone, General Superintendent, - - - - -	W. & L. E. R. R.
G. R. Blanchard, representing L. J. Seargeant, Vice-President, - - - - -	T. C. & St. L. R. R.
C. H. McKnight, Secretary.	C. & G. T. Ry. G. R. Blanchard, Commissioner.

The Commissioner said this meeting was called in pursuance of the action of the meeting held April 16, providing for a division of traffic not already apportioned from and through Port Huron, St. Clair, Detroit, Alexis, Manhattan Junction, Toledo, Sandusky, Fort Wayne, New Haven, Defiance, Leipsic, Tiffin and Deshler, etc., to and through the Western Termini of the Trunk Lines. He was then directed to obtain statistics and prepare an agreement which shall take effect not later than June 1, but had encountered so many local questions that this conference seemed needed.

He read a letter he had received from Mr. Seargeant, stating

## TOLEDO &amp; DETROIT COMMITTEE, JUNE 2, 1886.

the unavoidable absence of the officers of the Grand Trunk Railway from the meeting, and giving authority to the Commissioner to fully represent that Company.

After a full discussion and exchange of views as to whether one or more traffic divisions should be formed to include all business passing via all junction points to or beyond the Western Termini of the Trunk Lines, the following resolution, offered by Mr. Ledyard, and seconded by Mr. Waite, was unanimously adopted:

**220—Resolved**, It is the sense of this meeting that a pool or system of group pools of traffic to and beyond the Western Termini of the Trunk Lines, from and via Port Huron, Detroit, Toledo and such other Lake cities and points as may be deemed necessary to fully cover the traffic above referred to, be formed at once to take effect from July 1, and that the basis for the same be referred to a committee of ten, to be appointed by the Commissioner, to report to this meeting not later than June 15.

The following Committee was appointed by the Commissioner:

G. G. Cochran, N. Y. P. & O. R. R.	D. S. Gray, N. W. O. R. R.
A. H. McLeod, D. & M. R. R.	Geo. B. Spriggs, N. Y. C. & St. L. Ry.
W. A. Mills, C. H. V. & T. R. R.	J. T. R. McKay, L. S. & M. S. Ry.
A. G. Blair, W. & L. E. R. R.	A. Mackay, M. C. R. R.
C. S. Wight, B. & O. R. R.	L. J. Sargeant, C. & G. T. Ry.

Adjourned subject to call of the Commissioner.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.



## PROCEEDINGS OF A MEETING OF THE

PEORIA COMMITTEE,  
COMMITTEE ROOMS, CHICAGO,

WEDNESDAY, JUNE 16, 1886.

Present : Messrs.

A. A. Talmage, General Manager,	- - - - -	} W. St. L. & P. R'y.
Jas. Smith, General Traffic Manager,	- - - - -	
E. St. John, Ass't to Genl. Manager,	- - - - -	} C. R. I. & P. R'y.
W. M. Sage, Genl. Freight Agt.,	- - - - -	
G. J. Grammer, Traffic Manager,	- - - - -	} P. D & E. R'y.
E. O. Hopkins, Genl. Freight and Pass. Agt.,	- - - - -	
H. C. Diehl, Genl. Freight Agt.,	- - - - -	I. B. & W. R'y.
H. D. Gould, Genl. Freight Agt.,	- - - - -	T. P. & W. R. R.
F. E. Hinckley, Genl. Manager,	- - - - -	} C. & St. L. R'y.
J. V. Mahoney, Genl. Freight Agt.,	- - - - -	
W. A. Brubaker, Joint Agt., Peoria,	- - - - -	G. R. Blanchard, Commissioner.
C. H. McKnight, Secretary.	- - - - -	

The Commissioner said Mr. Shrader, of the Illinois Midland Railway, had been invited to be present at the meeting and read a telegram from him stating his inability to be present, requesting the Commissioner to vote for that company, and stating that he would abide by the decision of a majority of the committee.

The Commissioner also reported that the Peoria Agreement had received the signatures of all the parties except the Chicago, Rock Island and Pacific Company, and the object of the conference was to endeavor to harmonize the objections of that company.

Messrs. St. John and Sage said the objection of President Cable to the agreement was that it pooled only through traffic, and he urged that the short-points' traffic should be either

## PEORIA COMMITTEE, JUNE 16, 1886.

included in this agreement or in an auxiliary pool, at least upon grain and its products and highwines.

The Commissioner said he thought Mr. Cable's basis for a pool the correct one. The Southwestern Association adopted it, and the Trunk Lines included all traffic destined to points at any distance east of their starting points. A prominent cause of the weakness of the contracts of this association was the ability to bill to and from intermediate points freight which should be included in the contract, and thereby evade its provisions.

Mr. Talmage thought the contract as formulated should be carried out or it would lead to difficulty at other points.

Mr. Diehl was not willing to enter into a new agreement until it was known what was to be done with the present agreement from the first of February to the present time.

Mr. Sage said the Rock Island Company proposed to carry it out if the modification was agreed to, and would submit its percentages to arbitration.

Mr. Talmage said he would be willing to agree to pool traffic to certain points, but would not be willing to pool his local traffic.

Mr. Diehl said he would prefer to have the matter deferred until there could be an expression of views from all the Managers, and that he had no authority to act for Mr. Henderson.

On motion it was decided to postpone this subject until Mr. Diehl could confer with his General Manager; after which the Commissioner was directed to call a further meeting of the Managers as early as practicable.

On motion of Mr. Diehl it was unanimously

*Peoria rates to be restored and maintained.*

**221—Resolved**, That the rates from Peoria be restored and maintained.

The Commissioner read a letter from Commissioner Fink, suggesting an advance in the rates current from Western points to Buffalo, which, added to rates from Buffalo to Boston, are less than the through rates to Boston and elsewhere.

PEORIA COMMITTEE, JUNE 16, 1886.

On motion it was

**222**—*Resolved*, That whenever the Buffalo basis is advanced from all points taking rates higher than Chicago, so that two locals via Buffalo shall not be less than the through rates, the Peoria Committee favors a similar advance of the Peoria rates to Buffalo, and recommends to the Executive Committee that the announcement be made general, and take effect from all points simultaneously.

Advance of rates to  
Buffalo  
recommended.

After an informal discussion as to including traffic from Pekin, during which Mr. Hinckley expressed his willingness to coöperate with the lines in the Peoria Agreement, on motion, the Committee adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

## CALL FOR MEETING OF EXECUTIVE COMMITTEE.

CHICAGO, June 7, 1886.

## CALL FOR MEETING OF EXECUTIVE COMMITTEE:

all for meeting of 223—A meeting of the Executive Committee of this Association is respectfully called at this office for Wednesday, the 16th inst., at 10:30 o'clock, A.M.

The objects of the meeting are:

*First.* To confer with representatives of the Western roads concerning the Mississippi river per cents, which are the subjects of difference between the majority and minority reports of the Percentage Committee.

*Second.* To decide upon the manner of including in the Chicago, Peoria and St. Louis Pools the traffic recently agreed to be covered thereby.

*Third.* To receive my report upon the results of negotiations with President Benedict, of the Chicago & Atlantic Road.

*Fourth.* To consider the question of the division of the duties and expenses between the New York and the Chicago offices.

*Fifth.* The consideration of a report as to the condition of the St. Louis and Peoria Pools.

*Sixth.* Any other questions pertinent to the business and objects of the Association.

G. R. BLANCHARD,  
COMMISSIONER.

# CENTRAL TRAFFIC ASSOCIATION.

PROCEEDINGS OF A MEETING OF THE  
**EXECUTIVE COMMITTEE.**  
 COMMITTEE ROOMS, CHICAGO,

THURSDAY, JUNE 17, 1886.

Present: Messrs.

John Newell, President,	- - - - -	L. S. & M. S. Ry.
J. N. McCullough, First Vice-President,	- - - - -	Penna. Co.
Orland Smith, Third Vice-President,	- - - - -	B. & O. R. R.
M. E. Ingalls, President,	- - - - -	C. I. St. L. & C. Ry.
A. A. Talmage, General Manager,	- - - - -	W. St. L. & P. Ry.
G. M. Beach, General Manager,	- - - - -	I. & St. L. Ry.
E. P. Ripley, General Freight Agent,	- - - - -	C. B. & Q. R. R.
H. C. Diehl, representing	- - - - -	} I. B. & W. Ry.
C. E. Henderson, General Manager,	- - - - -	
D. Brown, representing	- - - - -	} C. & G. T. Ry.
W. J. Spicer, General Manager,	- - - - -	

There were also present: Messrs.

C. H. Chappel, General Manager,	- - - - -	} C. & A. R. R.
H. H. Courtright, General Freight-Agent,	- - - - -	
E. St. John, Assistant General Manager,	- - - - -	} C. R. I. & P. Ry.
W. M. Sage, General Freight Agent,	- - - - -	
H. C. Wicker, Traffic Manager,	- - - - -	} C. & N.-W. Ry.
H. B. Ledyard, President,	- - - - -	
D. S. Gray, Western Manager, etc.,	- - - - -	} Mich. Cent. R. R.
T. Tandy, representing,	- - - - -	
L. J. Sargeant, Traffic Manager,	- - - - -	} Penna. Co.
E. F. Leonard, Agent for Trustees,	- - - - -	
J. C. Gault, General Manager,	- - - - -	} T. P. & W. R. R.
James Smith, General Traffic Manager,	- - - - -	
G. J. Grammer, Traffic Manager,	- - - - -	} C. N. O. & T. P. Ry.
J. T. R. McKay, General Freight Agent,	- - - - -	
H. W. Hibbard, General Freight Agent,	- - - - -	} W. St. L. & P. Ry.
		} P. D. & E. Ry.
		} L. S. & M. S. Ry.
		} Vandalia Line.

## EXECUTIVE COMMITTEE, JUNE 17, 1886.

Wm. Duncan, General Freight Agent, - - -	O. & M. Ry.
G. G. Cochran, General Freight Agent, - - -	N. Y. P. & O. R. R.
Edgar Hill, General Freight Agent, - - -	C. C. C. & I. Ry.
A. Mackay, General Freight Agent, - - -	Mich. Cent. R. R.
C. S. Wight, Assistant General Freight Agent, -	B. & O R. R.
M. S. Wasson, Division Freight Agent, - - -	I. & St. L. Ry.
Thos. C. Moore, Joint Agent, Chicago.	
H. S. De Pew, Joint Agent, St. Louis.	
C. H. McKnight, Secretary.	G. R. Blanchard, Commissioner.

The meeting was called to order at 11 o'clock A.M.

The Commissioner said the first subject for consideration was the conference with the representatives of roads west of Chicago, concerning the Mississippi River percentages, which are the subjects of differences between the majority and minority reports of the percentage committee, and that all the companies that had been invited were represented.

He briefly reviewed the situation and the recommendations of the two reports, and stated the necessity for this conference before sending the aggregate reports, votes and conclusions to New York for final action.

Messrs. Ripley, Sage, Courtright and James Smith stated the views of the lines crossing the Mississippi River in favor of the minority report, and Mr. Gray made a statement in support of the majority report.

After discussion, on motion of Mr. Ingalls, seconded by Mr. Ripley, it was

percentages from  
Mississippi river  
points referred to a  
special committee.

**224**—*Resolved*, That the subject of percentages from Mississippi River points be referred to a special committee of five, representing different western points in the Central Traffic Association, to confer with representatives of the Wabash, St. Louis & Pacific, Chicago & Alton, Chicago, Rock Island & Pacific, Chicago, Burlington & Quincy, and Chicago & North-Western Companies, and recommend to this meeting a plan for adjusting the question.

The Chairman announced as the Committee, **Messrs. D. S. Gray, A. Mackay, H. C. Diehl, Wm. Duncan, and C. S. Wight.**

The Executive Committee went into Executive Session upon the other subjects named in the call.

Mr. Ingalls suggested that some large interests were not represented on the Executive Committee which should be. The Commissioner concurred and recommended that the New York, Chicago & St. Louis, the New York, Lake Erie & Western, and Ohio & Mississippi Companies should each have a representative therein, and suggested that this Committee recommend such action to the Association.

On motion the following resolutions were adopted :

**225**—*Resolved*, That it is the sense of the Executive Committee that to secure a more adequate representation of all the interests and districts related to this organization, to expedite its work and to provide for as large a working membership as practicable, it hereby recommends to the Association that the number of the Executive Committee be increased to twelve, and respectfully nominates to the Association for confirmation, the names of

Recommended  
increase of  
Executive  
Committee.

D. W. Caldwell, Receiver, - - - - N. Y. C. & St. L. Ry.  
Wm. Duncan, General Freight Agent, - - Ohio & Miss. Ry.  
Geo. G. Cochran, General Freight Agent, - N. Y. P. & O. R. R.

*Resolved*, That the Commissioner forthwith take the vote of the Association upon these nominations, and announce the same.

The second subject in the call, the manner of including out-lying points in the Chicago, Peoria & St. Louis contracts, was then discussed.

The Commissioner stated that a Committee had been appointed for the purpose of making a basis for group pools at Toledo, Detroit and other points. He read a letter from Chairman Cochran stating that the Committee had been in session for two days but were not yet prepared to report, and asked for further time.

On motion, it was

*Resolved*, That further time be granted to the Committee and that they be requested to report as early as practicable.

## EXECUTIVE COMMITTEE, JUNE 17, 1886.

On motion it was

General meeting to be called at Cresson Springs.

**226**—*Resolved*, That a meeting of the Managers of the Central Traffic Association be called at Cresson, Pennsylvania, on Tuesday, June 29, for the consideration of the manner of including in the Chicago, Peoria & St. Louis pools the traffic recently agreed to be included in them and to consider other subjects.

Mr. Ingalls thought that unless something was done to bring into the passenger agreement the I., B. & W., L. E. & W., C., H. & D., N. Y. C. & St. L. and C. H. V. & T. Companies, the passenger agreement would go to pieces, and on his motion it was

*Resolved*, That the General Passenger Agents convene on Monday, June 28, to consider the pending difficulties and report to the Managers at the same place on the next day.

The third subject, being the report of the Commissioner, on his negotiations with President Benedict of the Chicago & Atlantic Company, was, on motion, referred to the Chicago Committee.

The question of the division of the duties and expenses between the New York and Chicago offices was next considered. The Commissioner said he had had several conferences with Commissioner Fink upon the subject. The work which is now costing the Western roads about \$24,000.00 per annum in the New York office could be done in this office at a saving of about \$10,000.00 per annum, and the expense could perhaps then be further reduced by avoiding the duplication of the work between the General office and the office of the Chicago Joint Agent.

On motion of Mr. Talmage it was

Committee appointed on division of expenses between the Associations.

**227**—*Resolved*, That the subject of the division of expenses between this office and that of Commissioner Fink's be referred to a committee of two with the Chairman.

The Chairman announced as such committee Messrs. Led-  
yard and Gray.

Recess until 2 o'clock P.M.

## AFTERNOON SESSION.

The Commissioner said the basis that had been adopted tentatively by the Executive Committee for dividing the expenses of the Association had been used for the May expenses, but he had received only four votes in its favor, three in favor of the basis of gross earnings, and twenty-five companies had not voted.

Thereupon, after discussion, it was

**228**—*Resolved*, That the Commissioner make a request for a statement of the east-bound tonnage of each party to the Trunk Line termini, and gross earnings of each Company in the Association derived therefrom, and the passenger earnings for the year 1885, and submit the result to the Executive Committee as an alternate basis for dividing the general expenses of the Association.

Basis for dividing the general expenses of the Association.

The Commissioner reported that Commissioner Fink had placed inspectors at Buffalo and Pittsburgh, and had put them in communication with his office for the more prompt correction of errors and irregularities.

The frequency of the meetings of the Association being considered, it was

**229**—*Resolved*, That until otherwise ordered the meetings of the Executive Committee shall be subject to the call of its Chairman, and the meetings of the Association subject to the decision of the Association itself.

Meetings of Executive Committee subject to call of the Commissioner

A letter was submitted from Assistant Commissioner Daniels giving the names of five persons selected by the Passenger Committee, suitable in their opinion as arbitrators for passenger questions.

On motion of Mr. McCullough, seconded by Mr. Talmage, it was

**230**—*Resolved*, That Mr. E. P. Wilson be recommended to the Association for confirmation as arbitrator for its passenger questions, provided his terms are satisfactory to the Commissioner.

Passenger Arbitrator.

*Resolved*, That at each pool point a second arbitrator shall be appointed by the roads in interest, and the two shall agree upon a third before any issue arises between them.

EXECUTIVE COMMITTEE, JUNE 17, 1886.

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The Commissioner reported that the organization and rules of the Association had been prepared for submission to the Executive Committee, except that the passenger rules lately adopted had not yet been included. It would be submitted at an early day to the committee.

The resolution presented by the St. Louis committee providing that live stock shall be weighed, and actual weights charged for at full printed tariff rates, which was referred to the Executive Committee, was considered. It being stated that other roads did not weigh because the Wabash did not, Mr. Talmage said his company would put in scales at all points necessary to have the stock weighed.

The Commissioner read a letter from Joint Agent Moore, giving weights of cattle in various lengths of cars, and, on motion of Mr. Talmage, it was

*Resolved.* That the consideration of the matter of weights of cattle in various lengths of cars be referred to the meeting at Cresson.

A letter from Charles F. Hatch, of the Committee of Transportation of the Minneapolis Industrial Exposition, was read, asking that articles for exhibition at the Exposition, coming from points in the Trunk Line territory and charged the regular rates, be returned free, and it was

tee on exhibits  
Minneapolis  
dustrial  
position.

**231**—*Resolved*, That the Commissioner be requested to refer the application to Commissioner Fink for action by the Trunk Lines, and to advise Mr. Hatch that exhibits sent from points within the territory of this Association, will be returned free over the roads in this Association upon presentation, if required, of a certificate showing that the ownership had not changed, that they were returned within thirty days to the same parties at the same points from which originally forwarded, and that the return transportation was at owners' risk.

st-bound rates  
m and via  
nderson, Ky.

**232**—A request of Mr. Grammer, of the Evansville & Terre Haute Company, was presented, that east-bound rates from and via Henderson, Kentucky, be placed upon a percentage basis of 108 per cent of the Chicago rate. Mr. Grammer

EXECUTIVE COMMITTEE, JUNE 17, 1886.

231  
to  
234

stated the claims of his company, and on motion of Mr. Newell, it was

*Resolved*, That the Chairman be instructed to communicate to the Commissioner of the Trunk Lines, the view of this committee that the various roads from Henderson should all be allowed to participate in the business.

On motion, it was

**233**—*Resolved*, That drafts for monthly balances shall not be made through bank, but be sent by mail to the debtor roads, and that the checks, when received, shall be placed in trust in the depositories designated in the contracts.

Drafts for month  
balances to be se  
by mail.

The Commissioner said the Executive Committee being the Auditing Committee, the accounts of his office were ready for examination at its pleasure.

He reported that a meeting had been appointed for a further conference with the Bill of Lading Committee at the Chicago Board of Trade on the 18th instant, at which Mr. Firth and himself would be present.

He presented the request of the Atchison, Topeka & Santa Fe Company for reduced rates on traffic from Southern Mexico, Arizona, and Old Mexico, which had been submitted to the Trunk Lines, and the reply of Mr. Guilford declining to accept any less rate than any actual prorate of the through rate from the point of shipment, which conclusion had been communicated to Mr. Leeds, of the Atchison, Topeka & Santa Fe Company.

**234**—A letter from Mr. Harriott of the B. & O. Company was read, requesting that the proper participation in the cost for making deliveries by eastern roads on diverted freight be considered by this Committee.

Participation in  
cost for making  
deliveries of  
diverted freight.

The subject was, on motion, referred to the Committee of three consisting of Messrs. Ledyard, Gray, and Blanchard.

The Commissioner stated that local rates from points taking a greater percentage distance than Chicago to Buffalo, combined with the rates thence to Boston were in many cases lower

## EXECUTIVE COMMITTEE, JUNE 17, 1886.

than the through rates to Boston, and recited the action and recommendations of the Peoria Committee as well as the provision therefor unanimously adopted by the Percentage Committee.

Mr. Gray thereupon offered the following, which were unanimously adopted :

*Basis for making rates to Buffalo recommended.*

**235**—WHEREAS, The rates from St. Louis, Peoria, and elsewhere to Buffalo, plus the rates eastwardly therefrom, aggregate less than the direct through rates, thereby preventing the maintenance of the latter, and

WHEREAS, The report of the Percentage Committee, which was unanimous on this point, will, if adopted and put into effect, obviate the reductions and wrongs ensuing, it is therefore

*Resolved*, That the Executive Committee urgently recommends its immediate adoption, and that the Commissioner put the aforesaid portion of the report of the Percentage Committee to the vote of the Association, with the understanding that, if agreed, the same be put in force not later than July 1st.

*Basis for making rates to and from other points.*

**236**—*Resolved*, That inasmuch as other rates than those to and from Buffalo, etc., are similarly combined to lessen agreed through rates, the Freight Committees at each and all the contract points be requested to convene at the earliest date practicable and revise their several intermediate tariffs and rates so as to render impracticable any combination of two rates on the same class to make less than the one direct authorized tariff rate.

*Resolved*, That this shall apply to both east and west-bound rates.

Mr. Gray, as Chairman of the Committee of Conference with the representatives of western roads, reported that the Committee had made progress and would be ready to report tomorrow.

The Committee adjourned to meet at 12 o'clock, Friday, the 18th instant.

## SECOND DAY—FRIDAY, JUNE 18, 1886.

The Committee convened at 12 o'clock.

Mr. Wicker presented the following as the report of the Conference Committee on the majority and minority reports of the Percentage Committee.

Report of  
conference  
committee on  
Mississippi river  
percentages.

**237**—*Resolved*, That this Committee reports to the Executive Committee a recommendation that rates from all east Mississippi River points be based as heretofore on 116 per cent. of Chicago rates, and that the divisions of said rates from said river points north of Alton and including Savanna be as follows via Chicago to New York:

East Mississippi River points to Chicago.....18½ per cent.

East of Chicago.....8½ per cent.

customary terminals at the seaboard to be deducted before proportioning (same being on basis of 220 miles west of Chicago and 970 miles east).

In consideration of which, the roads west of Chicago shall pledge themselves to collect and retain any and all excess of Chicago local rates which these divisions may result in, if any, and in no case to refund such excess to shipper or consignee; and, to further protect the through rates, the western roads shall endeavor, at as early a date as possible, to cover any such extra earnings into the various western pools of which they are members.

The object and intent of this resolution being that the through rates from Mississippi River points to the seaboard shall not be less at any time through the upper Mississippi River routes than via East St. Louis, and that the Committee recommend that a special Committee be appointed which shall at once take into consideration the percentage divisions applying from Mississippi River points by routes other than via Chicago, and recommend such changes therein as they think proper and necessary to the carrying out of the same principle of uniformity of division to all common connections as recommended herein via Chicago.

He said the report was adopted by the Conference Committee by the following vote :

Affirmative—Messrs. Ripley, Sage, Smith, Wight, Gray, Courtright, Duncan, Wicker and Mackay.

Negative—Mr. Diehl.

Mr. Diehl said the instructions given the Percentage Committee by the resolution of the Central Traffic Association were to the effect that the shortest practicable working route should govern these percentages. Fifteen members of the Committee reported in favor of that basis, and four members reported adversely. The principle involved of placing percentages upon that mileage basis held at all points except the upper Mississippi points and he thought it should hold at those points ; or

## EXECUTIVE COMMITTEE, JUNE 18, 1886.

that Peoria should be placed upon a basis equal to that of upper Mississippi River points.

On motion it was

Report recommitted and two members added to the committee.

**238**—*Ordered*, That the report be recommitted to the same Committee with the addition of two other members with power to appoint sub-committees, and a report upon the whole subject be referred to the Cresson meeting, on June 29, for action.

The Commissioner's nominations of Mr. Hibbard and Mr. Weed as the two additional members of the Committee, were, on motion, confirmed.

It was

Trunk line representatives invited to Cresson meeting.

**239**—*Resolved*, That the representatives of the Trunk Lines be invited to meet the Association at Cresson, on June 29 and 30.

A telegram from Mr. Grammer asking that the resolution passed by the Committee relative to tobacco from Henderson be modified so as to read "via Henderson" was, on motion of Mr. Duncan, referred to the committee of ten appointed by the Percentage Committee for conference with the Trunk Lines.

The Committee then adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

## PROCEEDINGS OF A MEETING OF THE

CHICAGO COMMITTEE,  
COMMITTEE ROOMS, CHICAGO,

FRIDAY, JUNE 18, 1868.

Present: Messrs.

H. B. Ledyard, President,	M. C. R. R.
John Newell, President,	} L. S. & M. S. R'y.
J. T. R. McKay, Genl. Freight Agt.,	
D. W. Caldwell, Receiver,	N. Y. C. & St. L. R'y.
J. N. McCullough, First Vice-President,	} P. Ft. W. & C. R'y.
D. S. Gray, Western Manager, &c.,	
Orland Smith, Third Vice-President,	} C. St. L. & P. R. R.
C. S. Wight, Ass't Genl. Freight Agt.,	
T. Tandy, representing L. J. Sargeant, Traffic Manager,	} B. & O. R. R.
ager,	
D. Brown, representing W. J. Spicer, Genl. Manager,	C. & G. T. R'y.

There were also present: Messrs.

F. Broughton, Genl. Manager,	} Chi. & Atl. R'y.
A. S. Crane, Genl. Freight Agt.,	
A. A. Talmage, Genl. Manager,	} W. St. L. & P. R'y.
James Smith, Genl. Traffic Manager,	
M. E. Ingalls, President,	} C. I. St. L. & C. R'y.
Thos. C. Moore, Joint Agent,	
C. H. McKnight,	G. R. Blanchard,
Secretary.	Commissioner.

The Commissioner said the principal subject of the meeting was to receive his report upon the results of negotiations with President Benedict, of the Chicago & Atlantic Company, and the relations of that Company to the Chicago Committee.

He submitted correspondence with President Benedict, and stated the result of his interview with him at New York. Mr. Benedict had been invited to this meeting, but had said it was impossible for him to be present, and had requested Mr. Broughton to represent his interests.

CHICAGO COMMITTEE, JUNE 18, 1886.

After Mr. Broughton had stated the position of the Chicago & Atlantic Company, Mr. Talmage said the Wabash Company had connection by its own rails from Chicago to Detroit but for convenience and economy the arrangement was made with the Chicago & Atlantic. He had claimed, before this Association was formed, and now asks admission into the Chicago pool, and a percentage of the traffic. The facilities of his Company for securing business, and its connections at the West, are greater than other lines enjoy, and he thought it could do fully as much business as the line it was working over; and if the Chicago & Atlantic Company are to receive nine and one-half per cent, the Wabash should have the same. He would, however, be willing to submit the claims of his Company to the present arbitrators for a percentage of the Chicago traffic to January 31st next, the same to be included in and stated as a part of the Chicago & Atlantic percentage, and after that date he would assent to leave the relations of the Wabash Company to the vote of the Chicago Committee.

Mr. Newell said it should be reported to Mr. Benedict, that it was regarded by the Chicago committee as a dangerous precedent to be established that arbitration shall not govern in all cases; if not adhered to, it may lead to complications, and that the committee consider it absolutely essential to be maintained.

On motion, the following was adopted, and directed to be communicated to President Benedict:

rrms on which  
Chicago  
mmittee will  
mit the Chicago  
Atlantic Co.

**240**—WHEREAS, The Wabash, St. Louis & Pacific Railway Company has this day agreed that the present Board of Arbitration, consisting of Messrs. McMullin, Cable and Potter, shall arbitrate and decide the percentages of Chicago traffic, which it is entitled to carry via the Chicago & Atlantic Road via Laketon, until February 1, 1887, which, when determined, is to be added to the proportion which the Chicago & Atlantic is found entitled to of the remainder, and

WHEREAS, The Wabash Company has also agreed that when the same is determined, it will to that extent thereafter participate in

CHICAGO COMMITTEE, JUNE 18, 1886.

240  
to  
241

the settlement of excesses and deficits as defined in the Chicago Freight Agreement, and

WHEREAS, There remains only the traffic via the Chicago & Atlantic's main line to be adjusted to harmonize and determine all existing freight differences at and via Chicago, and

WHEREAS, It is the unanimous view of this committee that there should be no departure by any party to the Chicago contract or its benefits, from the principle of arbitration, which, it is believed, will prove to the interest of all lines, including the Chicago & Atlantic, should similar cases and contingencies hereafter arise, it is therefore hereby

*Resolved*, That the Commissioner is requested to proceed to New York for further conference with President Benedict, touching the relations of the Chicago & Atlantic Company to the Chicago contract and the Central Traffic Association, and endeavor to induce him to agree to such arbitration by the present board, and that General Manager Broughton be requested to be present at such conference.

*Resolved*, If President Benedict assents to arbitrate that the award of said arbitration stand by all routes until February 1, 1887.

*Resolved*, That in the monthly settlements the excesses or deficits of said Wabash, part of the Central Traffic Association traffic will be stated and adjusted separately, and that the Chicago & Atlantic Company shall neither pay or receive on its said Wabash business more than its charge to the Wabash Company.

*Resolved*, That the relations of the Wabash Company to the Chicago roads after February 1, 1887, or those of any other company seeking recognition as an initial Chicago line before or after that date shall be referred to, acted upon and decided by all the Chicago lines.

#### AFTERNOON SESSION.

**241**—The Commissioner presented a letter from Mr. C. M. Wicker of the Chicago Freight Bureau, regarding reductions in rates on the St. Charles Air Line, Belt Road, and Stock Yard tracks on grain from western lines.

Charges of local roads for sending cars to elevators.

It was moved that this matter be not considered until the subject had been presented by Mr. Wicker to those roads, and their conclusions announced. If adverse, this Committee will then give the relations of those companies consideration.

CHICAGO COMMITTEE, JUNE 18, 1886.

essed beef from  
Hammond.

**242**—The Commissioner presented the request of the Chicago & Grand Trunk that the question whether dressed beef sent eastwardly from Hammond shall be reported as live stock as at present, or as dressed beef, be arbitrated.

All parties present assented to such arbitration by Arbitrators McMullin, Cable, and Potter, it being, however, provided that the Chicago & Grand Trunk Company shall first present its arguments in that behalf and give the other parties an opportunity to respond before it shall be understood as submitted to the arbitrators.

The Commissioner submitted a letter from Joint Agent Moore, stating that traffic from Dyer and Ross, which are within the Chicago district, was not included in the Chicago Division. On motion, it was ordered that traffic from these points should be so included.

The application of the Chicago & Grand Trunk R'y for increased differential passenger rates from Chicago was presented and ordered to be submitted to the Passenger Committee at its Cresson meeting. After a statement from the Commissioner that if rates were to be firmly maintained it required the immediate and earnest efforts of all parties.

The Committee, on motion, adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

## CIRCULAR No. 11.

CHICAGO, June 17, 1886.

**243—To the Managers of the Central Traffic Association:**

*Gentlemen,—At a meeting of the Executive Committee of this Association held today, it was*

*Vote on increa  
number of  
Executive  
Committee.*

*Resolved*, That it is the sense of the Executive Committee that to secure a more adequate representation of all the interests and districts related to this organization, to expedite its work and to provide for as large a working membership as practicable, it hereby recommends to the Association that the number of the Executive Committee be increased to twelve, and respectfully nominates to the Association for confirmation the names of

D. W. Caldwell, Receiver, N. Y. C. & St. L. R'y.

Wm. Duncan, General Freight Agent, Ohio & Miss. R'y.

Geo. G. Cochran, General Freight Agent, N. Y. P. & O. R. R.

*Resolved*, That the Commissioner forthwith take the vote of the Association upon these nominations, and announce the same.

In accordance therewith, I respectfully invite by wire or mail, an indication of your assent or dissent.

Yours very respectfully,

G. R. BLANCHARD,  
COMMISSIONER.

## CALL FOR GENERAL MEETING.

## CIRCULAR NO. 12.

CHICAGO, June 17, 1886.

## CALL FOR GENERAL MEETING.

*for general  
ting.* **244—To the Managers and General Passenger and Ticket Agents of the Central Traffic Association:**

*Gentlemen,—*In accordance with the vote of the Executive Committee of this Association this day, I respectfully call meetings at Cresson Springs, Penna., as follows:

On Monday, June 28, a meeting of the Passenger Agents of the roads in this Association for the consideration of all subjects which may be presented at that time, including

*First.* Special fares.

*Second.* Basis of percentages.

*Third.* The payment of Commissions.

*Fourth.* Progress toward arbitration.

*Fifth.* The merger of the Central Passenger Committee with the Central Traffic Association.

*Sixth.* The relations of the Passenger Department to roads not members thereof.

On Tuesday, June 29th, a meeting of the Managers, at which the following subjects will be presented:

*First.* The action of the Passenger Committee on the previous day—

*Second.* The determination of methods by which outlying points shall be consolidated into Chicago, Peoria and St. Louis, as heretofore agreed. It is hoped that the parties interested therein will at that time present their statistics, and that they can agree without arbitration upon the points involved, otherwise to arrange for such arbitration.

*Third.* To consider the important question of weighing all live stock, and the minimum weights to be charged on livestock loaded in cars of different lengths.

## CALL FOR GENERAL MEETING.

*Fourth.* To consider and determine questions pertinent to the Peoria contract and the traffics to be included therein.

*Fifth.* The consideration of the report of the Conference Committee upon the majority and minority percentage reports.

*Sixth.* To ratify the proceedings of the Executive Committee, including the addition of three names to that Committee.

*Seventh.* To determine when regular meetings of this Association shall be called.

*Eighth.* Any other business pertinent to the purposes of the Association, which may be presented by any member thereof or by the Commissioner.

Respectfully,

G. R. BLANCHARD,  
COMMISSIONER.

## RATES TO WESTERN TERMINI OF TRUNK LINES.

## CIRCULAR NO. 13.

CHICAGO, June 17, 1886.

sis of rates to  
western termini of  
Trunk lines.245—*To the Managers of the Central Traffic Association:*

Gentlemen,—The rates from St. Louis and Peoria to Buffalo, added to the Trunk-Line rates thence eastwardly to New England points, are less than the through rates on every class by the following sums :

## PEORIA TO BOSTON.

Class	1	2	3	4	5	6	7	8	9	10	11	12	13
Cents per 100 lbs.	—	5	4½	1	½	2½	2½	2	2	1½	1½	1	1½

## ST. LOUIS TO BOSTON.

Class	1	2	3	4	5	6	7	8	9	10	11	12	13
Cents per 100 lbs.	—	1	1	2	4	3½	3	2½	2½	2	1½	2½	1½

This is a fruitful source of demoralization at those points and elsewhere, is growing in importance, and should be promptly checked.

The remedy provided by the Percentage Committee, unanimously, was as follows :

*First*—The basis for making rates to Buffalo, Salamanca, Pittsburgh, Wheeling, and other Western termini of the Trunk Lines, shall be a percentage of the Boston rates.

*Second*—From points taking 66½ to 71 per cent. of the rates to the seaboard, the basis of rates to the western termini of the Trunk Lines shall be not less than 35 per cent. of the rate to Boston.

*Third*—From points taking 78 per cent., and more than 71 per cent. of the rates to the seaboard, the basis shall be not less than 40 per cent. of the rate to Boston.

*Fourth*—From points taking 81 per cent., and more than 78 per cent. of the rates to the seaboard, the basis shall be not less than 45 per cent. of the rate to Boston.

RATES TO WESTERN TERMINI OF TRUNK LINES.

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*Fifth*—From points taking 100 per cent., and more than 81 per cent. of the rates to the seaboard, the basis shall be not less than 50 per cent. of the rate to Boston.

*Sixth*—From points taking 110 per cent., and over 100 per cent. of the rates to the seaboard, the basis shall be not less than  $52\frac{1}{2}$  per cent. of the rate to Boston.

*Seventh*—From points taking more than 110 per cent. of the rates to the seaboard, the basis shall be not less than 55 per cent. of the rate to Boston.

At a meeting of the Executive Committee of this Association, held this day, the following resolution was adopted :

WHEREAS, The rates from St. Louis, Peoria and elsewhere, to Buffalo, plus the rates eastwardly therefrom, aggregate less than the direct through rates, thereby preventing the maintenance of the latter, and

WHEREAS, The report of the Percentage Committee, which was unanimous on this point, will, if adopted and put into effect, obviate the reductions and wrongs ensuing, it is therefore

*Resolved*, That the Executive Committee urgently recommends its immediate adoption, and that the Commissioner put the aforesaid portion of the report of the Percentage Committee to the vote of the Association, with the understanding that if agreed, the same be put in force not later than July 1.

In the same general connection, the Executive Committee further

*Resolved*, That inasmuch as other rates than those to and from Buffalo are similarly combined to lessen agreed through rates, that the Freight Committees at each and all the contract points be requested to convene at the earliest date practicable, and revise their several intermediate tariffs and rates so as to render impracticable any combination of two rates on the same class to make less than the one direct authorized tariff rate.

In accordance therewith, I respectfully submit the said resolutions to a vote of the Association.

Yours, very respectfully,

G. R. BLANCHARD,

COMMISSIONER.

## RATES ON EXHIBITS.

## CIRCULAR No. 14.

CHICAGO, June 21, 1886.

st-bound  
nage and gross  
arnings.**246—To the Managers of the Central Traffic Association :**

Gentlemen,—Will you please furnish me a statement of the East-bound tonnage and gross earnings of your road for the year 1885 on traffic destined to and through the Western termini of the Trunk lines, showing through and local tonnage and the earnings on the same, separately. Kindly supply also your East-bound and West-bound passenger earnings to and through same points, stated separately, for the same period.

This information is needed to formulate an alternate basis of percentages for the division of the general expenses of the Association as suggested by some of the companies interested.

By order of the Executive Committee.

G. R. BLANCHARD,

COMMISSIONER.

## CIRCULAR No. 15.

CHICAGO, June 21, 1886.

## RATES ON EXHIBITS.

**247—Exhibits originating at points within the territory of this Association, and forwarded to the Minneapolis Industrial Exhibition, to be held at Minneapolis, from August 23 to October 1, will be charged at regular tariff rates; but, if unsold, will be returned free, at owner's risk, during the month of October, by the roads members of this Association which carried the same, to the original starting points, and to the same parties by whom they were forwarded, upon presentation of a certificate signed by the proper officers of the Exhibition, to the effect that the shipments are unsold exhibits which paid full tariff rates one way; such certificate to be attached to the manifest of each shipment.**

By order of the Executive Committee.

G. R. BLANCHARD,

COMMISSIONER.

C. H. McKNIGHT.

SECRETARY.

PROCEEDINGS OF A MEETING OF THE

CENTRAL TRAFFIC ASSOCIATION,  
HELD AT CRESSON SPRINGS, PA.,

TUESDAY, JUNE 29, 1886.

The following companies were represented :

Baltimore & Ohio R. R.	- - - - -	{ Orland Smith, C. S. Wight.
Chicago & Alton R. R.	- - - - -	H. H. Courtright.
Chicago, Burlington & Quincy R. R.	- - - - -	E. P. Ripley.
Cleveland, Columbus, Cin. & Ind'p'l's R'y	- - - - -	{ G. M. Beach, Edgar Hill.
Chicago & Grand Trunk R'y	- - - - -	W. J. Spicer.
Cin., Ind'p'l's, St. Louis & Chicago R'y	- - - - -	M. E. Ingalls.
Chicago, Rock Island & Pacific R'y	- - - - -	W. M. Sage.
Cincinnati, Hamilton & Dayton R. R.	- - - - -	{ C. C. Waite, A. H. McLeod.
Cincinnati, Washington & Baltimore R. R.	- - - - -	{ Orland Smith, R. M. Fraser.
Chicago, St. Louis & Pittsburgh R. R.	- - - - -	{ J. N. McCullough, D. S. Gray, Wm. Stewart.
Detroit, Grand Haven & Milwaukee R'y	- - - - -	W. J. Spicer.
Evansville & Terre Haute R. R.	- - - - -	{ G. R. Blanchard, repre- senting G. J. Grammer.
Grand Trunk R'y	- - - - -	{ T. Tandy, representing L. J. Sargeant.
Indiana, Bloomington & Western R'y	- - - - -	H. C. Diehl.
Indianapolis & St. Louis R'y	- - - - -	{ G. M. Beach, Edgar Hill.
Jeffersonville, Madison & Indianapolis R'y	- - - - -	{ J. N. McCullough, D. S. Gray, Wm. Stewart.
Lake Erie & Western R'y	- - - - -	W. S. Weed.
Lake Shore & Michigan Southern R'y	- - - - -	J. T. R. McKay.
Michigan Central R. R.	- - - - -	A. Mackay.
New York, Chicago & St. Louis R'y	- - - - -	D. W. Caldwell.
New York, Penna. & Ohio R. R.	- - - - -	G. G. Cochran.

## CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

Ohio & Mississippi R'y	- - -	{ W. W. Peabody, Wm. Duncan.
Pittsburgh, Cincinnati & St. Louis R. R.	-	{ J. N. McCullough, D. S. Gray Wm. Stewart.
Peoria, Decatur & Evansville R. R.	-	{ G. R. Blanchard, repre- senting G. J. Grammer.
Pittsburgh, Ft. Wayne & Chicago R'y	-	{ J. N. McCullough, D. S. Gray, Wm. Stewart.
Vandalia Line	- - - -	H. W. Hibbard.
Wabash, St. Louis & Pacific R'y	-	{ A. A. Talmage, James Smith.

There were also present: Messrs.

John S. Wilson, General Freight Agent,	- - -	Penna. R. R. Co.
H. C. Wicker, Traffic Manager,	- - - -	C. & N.-W. R'y.
H. S. De Pew, Joint Agent,	- - - -	St. Louis.
M. L. Doherty, Joint Agent,	- - - -	Indianapolis.
W. A. Brubaker, Joint Agent,	- - - -	Peoria, Ill.

The following companies, members of the Association, were not represented.

Chicago & West Michigan; Detroit, Lansing & Northern; Grand Rapids & Indiana; Louisville, New Albany & Chicago; and Louisville & Nashville.

C. H. McKnight,  
Secretary.

G. R. Blanchard,  
Commissioner

The meeting was called to order at 11:30 A.M.

The Commissioner said the Trunk Line Presidents and the Trunk Line Executive Committee were unable to be present at this meeting, and that Commissioner Fink's sickness prevented his personal attendance; that Messrs. Newell and Ledyard were absent because of the labor troubles at Chicago, and Mr. Grammer had telegraphed him that on account of sickness it would be impossible for him to attend, and requested the Commissioner to represent his lines at the meeting.

He said the Passenger Committee had made some progress, but were not yet ready to report, but that he desired to report matters of general interest in that department. The difficulty

## CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

and delay in abolishing passenger commissions were partly because of the opposition of the Chicago & Atlantic Company. He had had an interview in New York with President Benedict of that Company, and had encouragement to believe that that difficulty would be removed by Mr. Snow, of that Company, who was present.

Mr. E. P. Wilson had been appointed by the Executive Committee as Arbitrator for the Passenger Department. He had been informed of the conditions on which he was asked to arbitrate, and had signified his willingness to accept the appointment.

Mr. Spicer asked that his Company be placed in the position it held for many years previous to the formation of the Association as to differential fares. Since they were taken away it had lost most of its east-bound business. His instructions from Mr. Hickson were to ask to have these differentials restored to his Company. He was willing to have the differentials arbitrated.

On motion of Mr. Ingalls, it was

**248**—*Resolved*, That the action of the Executive Committee in the selection of an arbitrator for passenger questions be approved.

Appointment of  
passenger  
arbitrator  
approved.

Mr Spicer made a statement relative to an arrangement of his Company with Mr. Mortenson, and said his Company would adhere to the tariff in every particular.

On motion of Mr. Cochran the question of the statement made by Mr. Spicer was referred to the Chicago Managers with a view to seeing if the payment of commissions cannot be stopped.

The Commissioner explained the position of the I. B. & W. and L. E. & W. Companies, which were members of the Central Passenger Committee but were not members of the Central Traffic Association Passenger Department. He urged the importance of the consolidation of the two bodies into one.

The method by which the outlying points heretofore agreed to be pooled shall be consolidated into Chicago, Peoria and St. Louis divisions, was next considered.

## CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

The statistical information called for not being ready, it was, on motion,

statistics for  
termediate  
traffic.

**249**—*Resolved*, That the statistical information required shall embrace the years 1883, 1884, and 1885, and the first six months of 1886, and from and through the points agreed to be pooled, which shall include live stock and dead-freight, stated separately, to and through the Trunk Line western termini, and live stock to points short of the Trunk Line termini, also stated separately.

*Resolved*, That Thursday, July 22, be the day fixed for the meeting of the Chicago, St. Louis and Peoria Committees at Chicago, for the purpose of including the intermediate traffic in the divisions at those points.

J. T. R. McKay, Chairman of the Committee appointed by the Percentage Committee for conference with the Trunk Lines upon the subject of fixing a uniform basis of maximum allowances by percentage divisions of cents per 100 pounds for the short hauls of connecting roads, reported that his Committee had had a conference with the Trunk Line Committee, the result of which was embodied in the following, which were adopted by that meeting :

Report of  
Committee  
appointed by  
Percentage  
Committee for  
conference with  
Trunk lines.

**250**—*Resolved*, That this Committee recognizes that each road contributing business to the western connections of the Trunk Roads, or their connections, for transmission to the western termini of the Trunk Roads or east thereof, is entitled to have its interest in such business subject to special consideration, and that its peculiarities and requirements may not be trammeled by arbitrary rule that may prove unfair in working to some interest involved, it is recommended that the General Freight Agent of each contributing road be invited to meet the Committee of Ten and the Trunk Line Committee with a view to a full and free discussion of his individual requirements, whereby the Committee may be enabled to reach a suitable recommendation touching the special features of each road affected.

*Resolved*, That the proposed conference be held in New York City, and that the Chairman of the Committee of Ten be requested to ascertain what time will be most convenient for the parties living in the West, and advise the Commissioner, who will then call the Trunk Line Freight Committee together to meet the Western Committee.

He also reported that the application of the Evansville and Terre Haute Company, for percentages from Henderson on

CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

tobacco via that point, was presented, but the Trunk Line Committee declined to take any action upon it.

Mr. Gray said he supposed the way to progress in this matter was by joint conference. This Association is in a great deal of uncertainty as to how it stands with the Trunk Lines. He thought if they would meet us in joint conference progress would be made toward an adjustment of their differences.

Mr. Ingalls thought there was a good deal of danger of the Association going to pieces because the Trunk Line Agreement and the Central Traffic Association do not harmonize. At the last meeting in New York no progress was made toward solution, because the meeting was taken up with the discussion of other matters. He regretted exceedingly that the Trunk Lines did not come to the meeting at Cresson, and thought they would suffer if it resulted in disorganization, as was shown by their experience with the Chicago & Atlantic Company, which did what it pleased regardless of the restrictions imposed by the Trunk Lines. The business can be carried on only by mutual concession and conciliation. He suggested that a committee be appointed to confer with the Trunk Lines upon this subject.

The Commissioner explained in reply the plan agreed upon by Commissioner Fink and himself to harmonize the different conditions in the contracts of the two Associations, but when the subject went before the Trunk Line Executive Committee it decided that the Trunk Line Contract, signed by western roads before the formation of the Central Traffic Association in January, 1886, and which provided for a joint Committee, superseded the functions of this Association as such in certain particulars. The Trunk Lines had therefore to this date declined to recognize the Central Traffic Association so far as their organization conflicts with that contract, but there was no lack of coöperation on the part of the Trunk Lines. He thought that, before the Committee should go to New York, they should agree upon what reasonable and mutual concessions should be asked and granted to give efficiency and harmony to the common purposes of both organizations.

## CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

## AFTERNOON SESSION.

The Commissioner called attention to Trunk Line Circular 549, defining the objects and scope of the Trunk Line Committee and other Committees, and of this organization. He said the Executive Committee had directed him to prepare the Articles of Organization of this Association, which he laid before the meeting.

On motion of Mr. Ingalls, the following was adopted :

Conference committee on the relation of the Association to the trunk lines.

**251**—*Resolved*, That the amended plan of the organization of this Association, the appointment of Joint committees, and generally the relations of this Association to the Trunk Lines and the methods by which joint business shall be most expeditiously and efficiently transacted, shall be referred to a committee consisting of J. N. McCullough, Orland Smith, L. J. Sargeant, John Newell, D. W. Caldwell, H. B. Ledyard, A. A. Talmage, E. P. Ripley and G. G. Cochran.

*Resolved*, That before proceeding to verbal conferences with the Trunk Lines relating thereto, the said committee is requested to prepare a written statement of the methods proposed by them to those ends in response to the request to that effect contained in the report of the Trunk Line Executive Committee on the relations of the Central Traffic Association to the Trunk Line organization, dated April 22, 1886, and submit the same to the Trunk Lines.

On motion of Mr. Waite, Mr. Ingalls' name was added to the Committee.

On motion it was

*Resolved*, That the committee be authorized to elect **their own** chairman, and have the power of substitution and to fill **vacancies**.

On motion of Mr. Duncan it was

Sub-committee of percentage committee continued.

**252**—*Resolved*, That the sub-committee of the Percentage Committee, of which Mr. McKay is chairman, be continued, with instructions to continue their efforts toward fixing the basis of **allowances** for short hauls, and to hear the statements of the north and south lines.

Report of conference committee on Mississippi river percentages.

**253**—Mr. Wicker, Chairman of the Conference Committee with western roads reported that after full discussions upon the percentages of the Mississippi River rates which

should accrue east of junction points other than Chicago, the following resolutions had been adopted, and formed the report of the committee :

*Resolved*, That the percentage of the Mississippi River rate accruing east of Joliet, Seneca, Streator and Dwight, shall be fixed at the same percentage above the Chicago division of the Mississippi River rate as is now or hereafter may be provided by the recognized percentages from those points locally.

He reported the vote upon this as having been, affirmative, 9 ; negative, 2 ; absent, 2.

*Resolved*, That it is the sense of this Committee that the divisions of the Mississippi River rates through Chicago, Joliet, Streator, Seneca and Dwight, having been fixed as per recommendations and vote of this Committee, no pressing necessity exists for revisions of the percentages via other routes, but that the Commissioner shall be furnished with a full list of divisions by all routes from Mississippi River points other than those named, to the end that he may exercise supervision over the same, and be enabled to properly check the tariff and correct any abuses.

The vote on this was as follows : Affirmative, 7 ; negative, 5.

On motion of Mr. Ingalls, it was

**254**—*Resolved*, That the report be recommitted to the same Committee, Report recommitted. with a request that they shall endeavor to agree upon percentages from all points, and, failing to agree, to report their differences to the Executive Committee.

On motion of Mr. Gray, the Commissioner was directed to request the roads from Mississippi River points to furnish, for the information of the Percentage Committee, their several distances and divisions to their junctions with the lines in this Association, other than via Chicago, with a view to arriving at an adjustment of the divisions.

**255**—The Commissioner announced that the vote, on the recommendations of the Percentage Committee, for a basis for making rates to the Western termini of the Trunk Lines, had been unanimously in its favor. Basis for rates to western termini of trunk lines.

On motion of Mr. Gray, it was

*Resolved*, That the basis agreed upon shall take effect at all points on Monday, July 12.

## CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

The Commissioner reported that the vote on the three additional members of the Executive Committee had been unanimous.

On motion of Mr. Talmage, it was then

Additional members of Executive Committee confirmed.

**256**—*Resolved*, That Messrs. Caldwell, Duncan and Cochran, recommended as additional members of the Executive Committee, be confirmed by the Association.

West-bound traffic.

**257**—The Commissioner said that on the 15th of April the Central Traffic Association adopted a resolution that west-bound traffic be taken cognizance of by the Association.

On motion the subject was laid on the table.

The Commissioner said he had prepared the form of organization of the Association, a proof of which would be sent to each member. It was not a complete document, and contained repetitions growing out of proposing various plans of dealing with similar questions, and is subject to modification according to the views of the various members of the Association. He requested that they go over it as rapidly as practicable and submit to the Executive Committee their criticisms.

A letter from Mr. Beach was read asking immediate attention to the subject of weighing live stock at St. Louis, Indianapolis and Cincinnati.

After discussion, it was

Weighing live stock and minimum weights.

**258**—*Resolved*, That the Commissioner shall examine into the facilities and systems of weighing all classes of live stock at the Trunk Line termini and at Indianapolis, Cincinnati, St. Louis and Louisville, and whenever, in his judgment, the methods and facilities at all those points are found to be such as to secure uniform actual weights, he is hereby authorized to fix and announce the date on which the same shall go into effect: and the parties agree to observe the same then and thereafter on all live stock coming under the contracts of this Association.

If the Commissioner finds that no uniformity of rule and practice can be enforced, he shall report the fact to the Association for further action.

*Resolved*, That when the said rules and weights go into effect the former minimum weights shall be restored and observed from all the said points.

The questions pertinent to the Peoria Contract and the traffic

CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

to be included therein was, on motion, referred to the Peoria Committee.

On motion of Mr. Talmage, it was

**259**—*Resolved*, That the meetings of the Association be left subject to the call of the Commissioner. Meetings of the Association.

A letter from Mr. A. H. Snider, of the Buffalo Merchants' Exchange, was read.

The Commissioner asked if he was authorized to furnish him with the publications he desired, and he had a similar request from Mr. Wicker, and said he desired to acknowledge several good offices Mr. Wicker had been able to do.

On motion, the matter of furnishing publications to those and similar exchanges was left to the discretion of the Commissioner.

The Commissioner called attention to the fact that only about 40 per cent of the assessments upon the roads for the expenses of his office for the month of May had been paid, although statements had been sent out nearly a month ago. He urged that payments be promptly made in order that the salaries of clerks and expenses of the Association may be promptly met.

He also asked that members vote promptly on all subjects without waiting for a second request.

He said the basis of percentages for dividing expenses, approved by the Executive Committee, and submitted to a vote of the Association, had received only a few votes. Several of these votes had been in favor of percentages based upon gross earnings, because of the latter he had issued a circular by direction of the Executive Committee, asking all companies to furnish a statement of tonnage and gross passenger and freight earnings of traffic destined to the Trunk Line termini, but had received several replies stating the difficulty of furnishing the information. He thought in the present basis there might be some inequalities, but it should be confirmed, and wherever it is found to work a hardship to any line the matter might be referred to the Executive Committee for adjustment.

## CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

On motion, it was

Basis for dividing  
freight and  
passenger expenses

**260**—*Resolved*, That the basis for dividing the freight and passenger expenses of the Association, adopted tentatively by the Executive Committee May 25, 1886, be continued, and if the percentage of any line is found inequitable, the Executive Committee may, from time to time, make such changes therein as may seem necessary or proper.

The Commissioner submitted a form for statistical information to be furnished monthly, showing the results from each pool point, the origin by states and cities, and the classified destinations.

The general plan was approved, with the modification that live stock and dressed meats should be stated separately, and that a form should be filled up and submitted, embodying the proposal.

On motion of Mr. Talmage, it was

Acts of Executive  
Committee  
approved

**261**—*Resolved*, That the acts of the Executive Committee in the recess of the Association, be approved and ratified by the Association.

Mr. Diehl desired it understood that in voting to ratify the proceedings of the Executive Committee he did not thereby withdraw his objections to the principle of making the upper Mississippi River points 116 per cent of the Chicago rate.

Mr. Diehl's objections were ordered to be recorded upon the minutes.

On motion, it was

Thanks of  
Association to  
officers of the  
P. R. R.

**262**—*Resolved*, That the thanks of this Association be tendered to the officers of the Pennsylvania Railroad Company for the courtesies and facilities the Association has enjoyed at Cresson and during the excursion of yesterday.

Mr. Wilson said the Pennsylvania Railroad Company felt gratified that the Association had come so far to meet the Trunk lines.

Recess until 7 P.M.

G. R. BLANCHARD,  
COMMISSIONER.

G. R. BLANCHARD,  
Secretary.

## EVENING SESSION.

The committee met at 7:30 p.m. The Assistant Commissioner in the chair.

The Assistant Commissioner stated that the question of the payment of commissions had been considered in the passenger meeting, and that the lines represented expressed a willingness to discontinue the payment of commissions, except the I. B. & W. and the L. E. & W. Ry's, and they were willing to discontinue the payment of commissions on the business covered by the Association, but could not agree to abolish all commissions without further consultation with their managers.

On motion of Mr. McCullough, seconded by Mr. Talmage, it was

**263**—*Resolved*, That Commissioner Blanchard and Assistant Commissioner Daniels be appointed a committee to confer with General Manager Henderson and Receiver Cheney, and lay before them the arguments in favor of the early abolition of commissions, and endeavor to bring about an agreement on the part of the I. B. & W. and L. E. & W. Ry's to join the other lines in this Association in abolishing the payment of commissions on August 1. Such committee to be empowered to call a meeting of the managers, if necessary, or as soon as a conclusion is reached to announce the result of the conference; and that, in case no meeting of the managers is found to be necessary, the circular announcing the stopping of commissions on the 1st of August is to be at once issued.

Committee to  
confer with M  
Henderson and  
Cheney.

After discussion of the subject of a basing period for the argument of percentages, the following was adopted, with the exceptions noted below:

**264**—*Resolved*, That for a basis generally in arguing for percentage divisions of the passenger traffic and revenue, the business in both directions of the years 1882, 1883, 1884 and 1885 be used, together with such other statistics and arguments as parties interested may desire to present with any reasonable limit of time allowed by the commissioner, arbitrator or arbitrators.

Basis in argu!  
for passenger  
percentage  
divisions.

Mr. Chandler protested against the use of figures for the year 1885.

## CENTRAL TRAFFIC ASSOCIATION, JUNE 29, 1886.

Mr. Clark objected to use of figures for any period covered by a former pool.

The question of an alleged contract on steamship business between the Chicago & Grand Trunk Railway and Mr. Mortenson being under consideration, Mr. Spicer explained that the contract with Mr. Mortenson was one of protection, in which the C. & G. T. Co. had agreed to give him as low a rate on his steamship business as was made by any other line, and said, in reply to a question from the chairman, that if other lines maintained absolutely tariff, his company could, under his contract, and would do the same.

Adjourned.

G. H. DANIELS,

ASSISTANT COMMISSIONER.

## BASIS FOR MAKING RATES TO WESTERN TERMINI TRUNK LINES.

## CIRCULAR NO. 16.

CHICAGO, June 30, 1886.

## BASIS FOR MAKING RATES TO WESTERN TERMINI OF TRUNK LINES.

**265**—The recommendations of the Percentage Committee for a basis for making rates to the Western termini of the Trunk Lines were, on the 17th instant, submitted to a vote of the members of this Association. All replies to the same being in the affirmative, it is announced that, beginning with July 12, 1886, the following rules will govern for making rates from points within the territory of this Association to the Western termini of the Trunk Lines.

Basis for making  
rates to western  
termini of trunk  
lines.

*First.* The basis for making rates to Buffalo, Salamanca, Pittsburgh, Wheeling and other Western termini of the Trunk Lines shall be a percentage of the Boston rate, which rate is arrived at by adding to the rate to New York on first and second classes 10 cents per 100 pounds, and on third and all other classes, including live stock and dressed beef, five cents per 100 pounds.

*Second.* From points taking 66½ to 71 per cent of the rates Chicago to New York, the basis of rates to the Western termini of the Trunk Lines shall be not less than 35 per cent of the rates from such points to Boston.

*Third.* From points taking 78 per cent and more than 71 per cent of the rates Chicago to New York, the basis shall be not less than 40 per cent of the rates from such points to Boston.

*Fourth.* From points taking 81 per cent and more than 78 per cent of the rates Chicago to New York, the basis shall be not less than 45 per cent of the rates from such points to Boston.

## BASIS FOR MAKING RATES TO WESTERN TERMINI TRUNK LINES.

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*Fifth.* From points taking 100 per cent and more than \$1 per cent of the rates Chicago to New York, the basis shall be not less than 50 per cent of the rates from such points to Boston.

*Sixth.* From points taking 110 per cent and over 100 per cent of the rates Chicago to New York, the basis shall be not less than  $52\frac{1}{2}$  per cent of the rates from such points to Boston.

*Seventh.* From points taking more than 110 per cent of the rates Chicago to New York, the basis shall be not less than 55 per cent of the rates from such points to Boston.

G. R. BLANCHARD,

COMMISSIONER.

C. H. McKNIGHT,

SECRETARY.

## BASIS FOR DIVIDING FREIGHT AND PASSENGER EXPENSES.

## CIRCULAR NO. 17.

CHICAGO, July 2, 1886.

## BASIS FOR DIVIDING FREIGHT AND PASSENGER EXPENSES.

**266**—At a meeting of the Central Traffic Association, held at Cresson, Pa., on the 29th of June, it was represented that the difficulties in making the statement of east-bound tonnage and gross earnings asked for in Circular No. 14, were found to be so many that the said circular was ordered withdrawn, and it was also

*Resolved*, That the basis for dividing the freight and passenger expenses of the Association, adopted tentatively by the Executive Committee May 25, 1886, be continued, and if the percentage of any line is found inequitable, the Executive Committee may from time to time make such changes therein as may seem necessary or proper.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

## CIRCULAR NO. 18.

CHICAGO, July 3, 1886.

CONFIRMATION OF ADDITIONAL MEMBERS OF EXECUTIVE  
COMMITTEE.

**267**—At the meeting of the Central Traffic Association, held at Cresson Springs, Pa., on Tuesday, June 29, it was

*Resolved*, That Messrs. D. W. Caldwell, Wm. Duncan and George G. Cochran, recommended as additional members of the Executive Committee, are hereby confirmed.

Confirmation of  
additional  
members of  
Executive  
Committee.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**CHICAGO COMMITTEE,**  
 COMMITTEE ROOMS, CHICAGO.

**WEDNESDAY, JULY 7, 1886.**

Present: Messrs.

J. C. McMullin,	- - - - -	} Arbitrators.
R. R. Cable,	- - - - -	
T. J. Potter,	- - - - -	} Mich. Cent. R. R.
H. B. Ledyard, President,	- - - - -	
D. S. Gray, Western Manager, etc.,	- - - - -	} Penna. Co.
Wm. Stewart, General Freight Agent,	- - - - -	
W. J. Spicer, General Manager,	- - - - -	} C. & G. T. R'y.
D. Brown, Assistant General Freight Agent,	- - - - -	
G. B. Spriggs, General Freight Agent,	- - - - -	} N.Y. C. & St. L.R'y.
J. T. R. McKay, General Freight Agent,	- - - - -	
C. S. Wight, Assistant General Freight Agent,	- - - - -	} L. S. & M. S. R'y.
A. P. Bigelow, General Agent,	- - - - -	
G. R. Blanchard, Commissioner.	- - - - -	} Balt. & Ohio R. R.
Thos. C. Moore, Joint Agent,	- - - - -	
		Chicago.

**MORNING SESSION.**

Mr. McMullin in the chair.

Arguments were presented by companies desiring a reopening of the arbitration of the live stock, dressed meats and dead freight percentages.

**AFTERNOON SESSION.**

Present: the members of the Chicago Committee as above, the Commissioner in the chair.

icit of L. S. &  
S. Co. by  
son of labor  
ables.

**268**—Mr. McKay said his company had been unable for the last two weeks to obtain its proportion of the traffic from Chicago by reason of the labor troubles, although it was able to carry more than it was receiving, and asked how its deficit would be treated by the other companies.

CHICAGO COMMITTEE, JULY 7, 1886.

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The Commissioner read Article 10 of the Chicago contract bearing on the question.

Mr. Ledyard said he would agree that the clause in the contract should not be construed against the Lake Shore Company, as the action taken by that company was for the common interest.

Mr. Gray said he was not prepared to say exactly what ought to be the ruling. If the Lake Shore Company had continued to carry the traffic, it would have had some expenses connected with its carriage, but he thought the other companies ought to hold it harmless in net results.

Mr. Ledyard said the Lake Shore had been put to an enormous expense additional to the ordinary cost of handling and transporting freight.

Mr. Gray said he could not do more as the representative of Vice-President McCullough than to express his concurrence in the broad and generous views, and he had no doubt the matter would be treated in that way.

Mr. Spicer thought that the position of the Lake Shore Company was in the common interest, and he would vote not to apply the disability clause.

Mr. Wight said the Baltimore & Ohio Company would take the same position.

Mr. Gray said he would advise the Commissioner promptly of the decision of his Company, with the understanding that all other companies had agreed to relieve the Lake Shore Company from its disability.

The Commissioner reported that he had had an interview with Mr. Benedict, and had presented to him the resolutions passed by the Chicago Committee, urging that the principle of arbitration apply in the admission of the Chicago & Atlantic Company into the Chicago Agreement as well as other Companies. Mr. Benedict had replied that he was President of the Company under a condition of affairs not of his own creating, and must deal with matters as he found them. He was in accord with the purposes of the Association, and was prepared

CHICAGO COMMITTEE, JULY 7, 1886.

to come into the Agreement on the terms he proposed, but unless he had a proper discharge from the Wabash contract he would carry it out until its termination.

The result of the interview was that the only conditions on which President Benedict would enter the agreement are embodied in the resolutions which he desired should be presented to the Chicago Committee as follows :

nditions on  
ich the Chicago  
tlantic Co.  
ljoin the freight  
ol.

**269**—WHEREAS, It is essential for peace and the maintenance of rates that the Chicago & Atlantic Company should join the East-Bound Freight Pool, and

WHEREAS, That Company is willing to join the said Pool on the same terms as in the past, viz: An allotment of nine and one-half per cent of the total revenue covered by the said Pool, and

WHEREAS, A certain contract has been made between the Chicago & Atlantic and the Wabash Companies, which expires on the 1st of February, 1887, and

WHEREAS, Said contract being considered by the Committee of Central Traffic Association as an objection to the admission of the Chicago & Atlantic on the terms mentioned, that Company has consented to account to the Pool for its receipts from the Wabash Company at the rate of five dollars per car under said contract, and

WHEREAS, Said Chicago & Atlantic Company has expressed its willingness to refer the question of continuance of said contract on its termination to the Chicago roads, members of the Central Traffic Association, and

WHEREAS, Said Chicago & Atlantic Company is willing also to refer its allotment to the pool to arbitration on the expiration of said contract, and

WHEREAS, The Wabash Company is willing to refer to the present arbitrators the percentage of the East-bound business which it may carry over the Chicago & Atlantic under said contract.

*Now, therefore,* In consideration of the foregoing concessions made by the Chicago & Atlantic Railway Company for the purpose and with the intention of removing the difficulties admitted to have been created by the said contract with the Wabash; and in consideration of the willingness of the said Chicago & Atlantic Company to arbitrate, as aforesaid, it is

*Resolved*, That any temporary settlement is not to be taken as a waiver of the principle of arbitration by this committee or any member thereof, but it is intended to remove the obstructions and

## CHICAGO COMMITTEE, JULY 7, 1886.

difficulties above described, and to restore peace among the roads running out of Chicago.

That under the circumstances above narrated, and not otherwise, this committee is willing and hereby consents to the admission of the Chicago & Atlantic Company as a member of the Chicago East-bound pool on the following terms, viz. :

1. That its proportion shall be nine and one-half per cent of the total amount of the East-bound pooled traffic.
2. That the Chicago & Atlantic shall account to the pool for all the money received from the Wabash Company under the said contract.
3. That at the expiration of such contract the Chicago & Atlantic will not renew the same without first submitting the question to the Chicago roads, members of this organization.
4. That the said Chicago & Atlantic will refer to arbitration, on the 1st of February, 1887, the proportion of said East-bound business that shall be allotted to it after that date.

The Commissioner said Mr. Benedict authorized him to say that he would take nine and one-half per cent of the remainder after his deliveries to the Wabash were deducted, and he would also agree to turn in for division all the money his company received from the Wabash company.

The Commissioner recommended the proposition of Mr. Benedict to the committee. It would bring that company into harmony with the organization ; would stop the cutting of rates which was going on by that road ; would put the Chicago & Atlantic in exact accord with the passenger department, and would strengthen this Association as much as anything else that could be done.

Mr. Ledyard said that, if submitted as a mercantile proposition, he thought it was, perhaps, the best bargain the Chicago roads could make, and, if so generally agreed to, his Company would not dissent ; but he distinctly declined to allow it as a precedent opposed to arbitration.

Mr. Spicer said he was prepared to second the recommendation made by the Commissioner.

Mr. Spriggs said he could not vote on the proposition without consultation with Mr. Caldwell.

CHICAGO COMMITTEE. JULY 7, 1886.

Mr. Wight said he had no authority to vote on it but he thought the Chicago & Atlantic Company were not entitled to any larger percentage than the Baltimore & Ohio Company.

Mr. Gray said he would make the suggestion that the Commissioner report to Mr. Benedict that the Chicago Committee were not here in their full strength; that the parties present considered this matter with more favor than heretofore, and that, perhaps, as soon as the conditions were such that all the Managers can be gotten together, an arrangement might be perfected somewhat upon the basis now submitted. Meantime the Committee desire to have him report to the Commissioner the competitive tonnage, the Chicago & Atlantic Company has carried, and also the Wabash tonnage from January first, and the ultimate destination of that tonnage.

The Commissioner said he would prepare a statement embodying the resolutions proposed by the Chicago & Atlantic Company, and his own addenda thereto, and send it to each member of the Committee promptly.

The Commissioner read his correspondence with Mr. Wicker, relative to the request for the abatement of the charge for cars sent to elevators, and asked if, upon receipt of definite authority that the charges of the Western Roads were reduced one-half, he was authorized to issue a circular taking off the charge of two dollars per car.

After discussion, on motion, it was

rates of local  
roads for sending  
cars to elevators.

**270—Resolved.** That the correspondence touching switching charges being incomplete, Commissioner Blanchard communicate to Mr. Wicker that when he produces the written authority of each and all the Western interests, including the Belt Line, St. Charles Air Line, and Union Stock Yards Line, reducing their charges to Eastern roads on property collected from their elevators by one-half on engines and cars employed in their service, that the Eastern roads will at once abolish their charge of \$2.00 per car.

The Commissioner said he had been advised that several Chicago roads had issued rates from Chicago to Rochester, Syracuse and Utica, on a percentage of the Chicago to Boston rate, and that the St. Louis, Peoria and other roads had asked for corresponding rates to the same points.

CHICAGO COMMITTEE, JULY 7, 1886.

Mr. McKay said it was a question of divisions with the New York Central Railroad and the basis was working well, and they desired it continued.

The Commissioner was requested to inform the applying roads that the arrangement was one to be decided by conference with the New York Central Company.

A letter from Joint Agent Moore was read stating the Local Committee requested that an order be given that slats used in bringing coke west-bound may be returned free if in the same cars; It was ordered that they be returned free and as far as practicable in the same cars, and recommended that this rule apply to all points.

A letter from Joint Agent Moore was presented inclosing a copy of a letter from Armour & Co. asking a reconsideration of the rates on dressed sheep when loaded in refrigerator cars with dressed beef.

On motion the subject was referred to the standing committee of the Trunk lines.

The applications of the Pennsylvania State Agricultural Society and the exempt Firemen's Association for reduced rates on exhibits, were presented. It was ordered that the customary circular be issued that the exhibits will be returned free at owners' risk within thirty days.

It was shown that the Pan Handle and Baltimore & Ohio Companies were using the Middle and Western States' Classification to Virginia points. It being stated by the B. & O. and Penna. Companies that this was necessary in competition with lines not in this Association using this classification, it was

**271—Ordered**, That authority be given the Companies named to use the Middle and Western States' Classification when limited to the territory named, but that the traffic must be accounted for in the Chicago division at full official east-bound classification rates.

Middle and  
Western state  
classification.

The Commissioner presented a letter from Mr. Pake upon the facilities at Buffalo for weighing live stock, stating that the most feasible plan, and one that could be carried into effect in a few days, would be for the Central Traffic Association to

## CHICAGO COMMITTEE, JULY 7, 1886.

appoint the necessary weighmaster for account of the western roads and weigh all live stock on arrival at the New York Central yards at Buffalo.

He said that reports had been received from all other points but Indianapolis and St. Louis, and it was

weighing live  
stock.

**272**—*Resolved*. That the Commissioner be instructed, if favorable reports from Indianapolis and St. Louis were received, to put in effect the resolutions concerning weighing live stock on the first of August next.

The Commissioner was also directed to request Mr. Pake to have made to his office a weekly report of what is done by the weighmaster at Buffalo.

The Commissioner read a telegram from Mr. Hickson urging the settlement of the differential fare matter, and stated the claims of that Company. The matter was referred to the Passenger Committee.

On motion the Committee adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. MCKNIGHT,  
SECRETARY.

## CIRCULAR No. 19.

CHICAGO, July 9, 1886.

## RATES ON EXHIBITS.

**273**—Articles forwarded to the Convention of the State Fire-  
men's Association, to be held at Buffalo, August 17, 18, 19,  
20, 1886, will be charged at tariff rates. They will be  
returned over the roads in this Association which forwarded  
them, at owner's risk, free, within thirty days thereafter, to  
the original forwarders and points of shipment, when  
accompanied by a certificate of the proper officers of said  
Convention attached to the manifests therefor that they are  
unsold exhibits thereat.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

## CIRCULAR No. 20.

CHICAGO, July 9, 1886.

## RATES ON EXHIBITS.

**274**—Articles forwarded to the Exhibition of the Pennsylvania State Agricultural Society, to be held at Philadelphia, September 6 to 18, 1886, will be charged at tariff rates. They will be returned over the roads in this Association which forwarded them, at owner's risk, free, within thirty days thereafter, to the original forwarders and points of shipment, when accompanied by a certificate of the proper officers of said Convention attached to the manifests therefor that they are unsold exhibits thereat.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**CINCINNATI COMMITTEE**  
**GRAND HOTEL, CINCINNATI, O.,**  
**SATURDAY, JULY 10, 1886.**

Called to consider the question of reopening the award  
 the arbitrators.

The meeting convened at 11 o'clock A.M.

Present: Messrs.

John C. Gault,	} Arbitrators.	
L. D. Richardson,		P. C. & St. L. Co
D. S. Gray, Western Manager, etc.,	- - -	N. Y. P. & O. R.
G. G. Cochran, General Freight Agent,	- - -	} C. C. C. & I. Ry.
Edgar Hill, General Freight Agent,	- - -	
Fred. Raine, Division Freight Agent,	- - -	
R. M. Fraser, General Freight Agent,	- - -	C. W. & B. R. R.
C. C. Waite, Vice-President,	- - -	} C. H. & D. R. R.
A. H. McLeod, General Freight Agent,	- - -	
G. R. Blanchard, Commissioner.	- - -	

On motion of Mr. Waite, seconded by Mr. Fraser, it was

Cincinnati  
 Incinnati  
 ices.

**275—Resolved**, That referring to the report of Commissioner Fink, dated New York, April 29, 1885, and to the last paragraph thereof, it hereby agreed that the settlements stated by Mr. Fink, of the balances including that for live stock for the month of August should be settled according to the figures stated in said report of Mr. Fink, with the understanding that he shall add thereto a statement for the month of April, 1885, according to the terms of the contract, shall then state the consolidated balances, and draw upon the parties excess in favor of those in deficit for a final settlement thereof; all payments of said drafts shall be promptly made.

The Commissioner then read the appeals of P. C. & St. L. and N. Y. P. & O. Railways from the award of the arbitrators and a telegram from Joint Agent Temple, asking whether the live stock percentage awarded to the C. H. & D. Co. covered stock carried by that company for the P. C. & St. L. Company.

CINCINNATI COMMITTEE, JULY 10, 1886.

After discussion upon the order of procedure, on motion of Mr. Gray, it was

**276**—*Resolved*, That the Committee waive any restrictions in the contract, so that all parties, whether appealing from the award or not, may be heard in further argument. Appeal from Cincinnati award

Mr. Gray presented the argument of the P. C. & St. L. Company in opposition to the award on dead freight, and asked that it be ruled whether the pool is a tonnage or revenue pool. The accounts are made up, and settlements made on revenue, and the revenue earned by the several roads on the tonnage carried, should be taken into consideration in the award of percentages under this arbitration.

Mr. Gault said the contract provided for tonnage per cents and settlements, which, however, resulted in money settlements; if it was only a revenue pool, it was different from all other revenue pools he knew of.

Mr. Richardson said the Arbitrators had considered it a tonnage pool with money settlements—that is to say, they had to make tonnage awards. There is no other way the Commissioner could state the account.

Mr. Gray reviewed the discussion that preceded the formation of the Chicago contract, and said it was there finally determined upon revenue in order to protect the roads that carried a large proportion of freight paying the higher revenue. In the award of percentages that feature of the Cincinnati contract should also be taken into consideration.

In response to the request of the Commissioner, that those present state their understanding of the matter,

Mr. Waite said he considered that this was a gross tonnage pool. In questions of settlement there was money about it, but in evening tonnage it was a tonnage question.

Mr. Hill and Mr. Fraser agreed with Mr. Gray.

Mr. Cochran agreed with the views of the arbitrators.

The Commissioner reviewed the history of prior pools, and said in the present contract the classes of tonnage are regarded as the vehicles by which a money settlement shall be

CINCINNATI, COMMITTEE, JULY 10, 1886.

arrived at. The money is the result, and the tonnage is the medium that produces the result.

After discussion as to whether statistics for periods subsequent to the awards should be considered by the arbitrators, arguments were presented by the C. H. & D. and the N. Y. P. & O. companies in favor of reopening the award.

The arbitrators admitted that in making their live stock awards they had not considered that the shipments from the West Side referred to in the statements via the C. H. & D. road was P. C. & St. L. business, and the statements of live stock sent via the C. H. & D. R. R. through Leipsic were not furnished them.

Mr. Gault, on behalf of the arbitrators, announced that the case, both in dead freight and live stock, had been reopened.

It was decided to leave the case with the arbitrators without further argument and upon the present statistics in addition to those to be furnished by the Joint Agent, touching live stock via Leipsic.

On motion, adjourned.

G. R. BLANCHARD,

COMMISSIONER.

## LIVE STOCK TO BE BILLED AT ACTUAL WEIGHTS.

## CIRCULAR NO. 21.

CHICAGO, July 15, 1886.

## LIVE STOCK TO BE BILLED AT ACTUAL WEIGHTS.

**277**—The following resolutions were adopted by this Association at its meeting at Cresson Springs, June 29, 1886.

Live stock to be  
billed at actual  
weights.

*Resolved*, That the Commissioner shall examine into the facilities and systems of weighing all classes of live stock at the Trunk Line termini and at Indianapolis, Cincinnati, St. Louis and Louisville, and whenever, in his judgment, the methods and facilities at all those points are found to be such as to secure uniform actual weights, he is hereby authorized to fix and announce the date on which the same shall go into effect, and the parties agree to observe the same then and thereafter on all live stock coming under the contracts of this Association.

If the Commissioner finds that no uniformity of rule and practice can be enforced, he shall report the fact to the Association for further action.

*Resolved*, That when the said rules and weights go into effect, the former minimum weights shall be restored and observed from all the said points.

(NOTE.—Chicago was not named in the resolution, because actual weights are already uniformly charged upon all live stock and dressed beef forwarded therefrom.)

It is reported from all the points named that all facilities and systems are now provided that are requisite to ascertain and way-bill and collect exact weights.

I, therefore, respectfully direct that, commencing August 1, 1886, all live stock originating at, or passing through, the forwarding points named be there weighed, and that it be billed therefrom at actual weights, not less than the following minimum weights per car :

Cattle.....	20,000	pounds.
Horses and mules.....	20,000	"
Hogs (double-deck cars).....	22,000	"
Hogs (single-deck cars).....	16,000	"
Sheep (double-deck cars).....	18,000	"
Sheep (single-deck cars).....	14,000	"

**LIVE STOCK TO BE BILLED AT ACTUAL WEIGHTS.**

Any and all excesses over these weights are to be charged for at the agreed tariff rates per 100 pounds.

This will apply to live stock destined therefrom to local as well as through points.

Beginning on the same date, all live stock from other points will also be way-billed at not less than the foregoing minimum weights, and at actual weights when they can be ascertained.

All live stock destined to, or east of the Trunk Line termini not weighed before arrival at Buffalo, Salamanca, Pittsburgh, Bellaire and Parkersburg will be weighed at those points, and any ascertained excesses over the above minimum weights will be charged for at the authorized tariff rates per 100 pounds from the points of shipment.

The amounts, to which roads west of the Trunk Line termini may be entitled therefor, will be collected and credited back to them monthly upon reports which will be rendered through this office, if not otherwise arranged.

The minimum weight to be charged on dressed beef is 20,000 pounds per car, but it will be weighed under the same conditions, and the actual excess over that weight per car will be similarly charged and accounted for.

The coöperation of all lines in enforcing this order is respectfully urged.

Please acknowledge receipt hereof.

G. R. BLANCHARD,

COMMISSIONER.

C. H. McKNIGHT,

SECRETARY.

## CLASSIFICATION OF WOOL COMPRESSED IN BALES.

## CIRCULAR No. 22.

CHICAGO, July 15, 1886.

## RATES ON COMPRESSED WOOL.

278—Subject to the action of the Classification Committee the rate on wool compressed in bales, to load not less than 25,000 pounds per car, will be one half the rate on loose wool in sacks, over lines in this Association ; less than car-loads, third class.

Rates on  
compressed wool

C. H. MCKNIGHT,  
SECRETARY.

G. R. BLANCHARD,  
COMMISSIONER.

## CIRCULAR No. 776 — JOINT COMMITTEE.

OFFICE OF THE CHAIRMAN,  
346 BROADWAY, NEW YORK, July 28, 1886.

## CLASSIFICATION OF WOOL COMPRESSED IN BALES.

The vote of the Joint Committee on the proposed change in the east-bound classification of compressed wool has been in the affirmative, and, commencing August 1, 1886, the classification will be as follows :

Wool compressed in bales, in car-loads, 6th class. See Rule 3.

C. W. BULLEN,  
Secretary.

N. GUILFORD,  
Vice-Chairman.

The above classification will supersede that temporarily authorized by Circular No. 22, Central Traffic Association, dated Chicago, July 15, 1886.

G. R. BLANCHARD,  
COMM'R CENT. TRAF. ASS'N.

PROCEEDINGS OF A MEETING OF THE  
**PEORIA COMMITTEE,**  
 NATIONAL HOTEL, PEORIA,  
 FRIDAY, JULY 16, 1886.

Present: Messrs.

C. E. Henderson, General Manager, - - - - -	} I. B. & W. R'y.
H. C. Diehl, General Freight Agent, - - - - -	
E. F. Leonard, Manager, - - - - -	} T. P. & W. R. R.
H. D. Gould, General Freight Agent, - - - - -	
G. J. Grammer, Traffic Manager, - - - - -	} P. D. & E. R'y.
E. O. Hopkins, General Freight Agent, - - - - -	
E. E. Fleming, Commercial Agent, - - - - -	} W. St. L. & P. R'y. Chicago.
G. R. Blanchard, Commissioner - - - - -	
W. A. Brubaker, Joint Agent, - - - - -	Peoria, Ill.

The meeting convened at 1:30 P.M.

The Commissioner read the following telegrams from General Manager Talmage and Traffic Manager Smith, of the W. St. L. & P. R'y, authorizing Mr. Fleming to represent that company:

*G. R. Blanchard, Chicago:*

"Our Commercial Agent, Mr. Fleming, at Peoria, has been instructed to attend the meeting there today, and is authorized to act for this company.  
 (Signed) **A. A. TALMAGE.**

*E. E. Fleming, Peoria.* Please attend meeting of the Peoria Committee this morning. You are authorized to vote to pool grain destined to short points as agreed at meeting held at Commissioner's office in Chicago some time ago. The pool for such business to be entirely separate and distinct from the pool on business destined to and east of the Trunk Line western termini. The percentages to be agreed upon or arbitrated upon hereafter.  
 (Signed) **JAMES SMITH.**"

Mr. Fleming said he thought his company intended to include all grain products in the term "grain."

The Commissioner then rehearsed the proceedings of the meeting held in Chicago on June 16, 1886, and asked if all

PEORIA COMMITTEE, JULY 16, 1886.

roads were now ready to proceed to contract the short line traffic for division. Affirmative replies were given by all present, conditional upon the contract on Trunk Line termini business being signed by all Peoria roads.

Mr. Grammer moved that a contract covering interior traffic be formulated and submitted to all the parties for their approval. After a short discussion upon the provisions of said contract the committee adjourned until 4:00 p.m.

#### AFTERNOON SESSION.

On re-assembling at 4 p.m. the Commissioner submitted a memorandum of contract prepared by him during the recess, which was accepted and initialed by all the roads represented.

The following were thereafter adopted.

**279**—*Resolved*, That the parties hereto have initialed memorandum for the division of traffic from Peoria to interior points on condition that the through contract shall be perfected by the signatures of the parties who have not already signed it.

Agreement on  
traffic from  
Peoria to interior  
points.

*Resolved*, That the Commissioner be requested to promptly convey the results of this meeting, and the memorandum which has been thus conditionally initialed, to the president of the C. R. I. & P. R'y as soon as practicable, and that he convey to the other members of the committee the decision of that company promptly thereafter.

**280**—*Resolved*, That it is the sense of the meeting that simultaneous Pekin traffic. with the perfection of this agreement provision should be made to divide Pekin business, and the Peoria rates should be applied there until such agreement is perfected.

The Joint Agent was instructed to prepare statistics of all traffic covered by this agreement for 1884, 1885 and first six months of 1886.

If another meeting is necessary to perfect the agreement, it was decided that it be held in Chicago on July 21, 1886.

G. R. BLANCHARD,  
COMMISSIONER.

W. A. BRUBAKER,  
SECRETARY.

## MINIMUM CARLOAD WEIGHT ON WOOD SAWED IN ROUGH.

CIRCULAR No. 23.

CHICAGO, July 17, 1886.

## MINIMUM CARLOAD WEIGHT ON WOOD SAWED IN ROUGH.

Minimum carload  
weight on wood  
sawed in rough.

**281**—Some misunderstanding having arisen as to the minimum carload weight on wood sawed in rough, the Classification Committee has decided that in classifying such shipments, Rule 3, special instructions, East-Bound Classification, is to apply.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. MCKNIGHT,  
SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
 CHICAGO, ST. LOUIS AND PEORIA COMMITTEES,  
 COMMITTEE ROOMS, CHICAGO,  
 WEDNESDAY, JULY 21, 1886.

The meeting convened at 2:30 P.M.

Present: Messrs.

W. J. Spicer, General Manager, - - -	} C. & G. T. R'y.
D. Brown, Assistant General Freight Agent, - - -	
G. B. Spriggs, General Freight Agent, - - -	N. Y. C. & St. L. R'y.
J. T. R. McKay, General Freight Agent, - - -	L. S. & M. S. R'y.
A. Mackay, General Freight Agent, - - -	M. C. R. R.
D. S. Gray, Western Manager, etc. - - -	C., St. L. & P. R. R.
D. T. McCabe, Assistant General Freight Agent, - - -	P., F. W. & C. R'y.
C. S. Wight, Assistant General Freight Agent, - - -	B. & O. R. R.
Wm. Duncan, General Freight Agent, - - -	O. & M. R'y.
Edgar Hill, General Freight Agent, - - -	I. & St. L. R'y.
H. H. Courtright, General Freight Agent, - - -	} Chic. & Alton R. R.
F. A. Wann, Assistant General Freight Agent, - - -	
M. Knight, General Freight Agent, - - -	W., St. L. & P. R'y.
H. S. De Pew, representing, - - -	Vandalia Line.
H. C. Diehl, General Freight Agent, - - -	I. B. & W. R'y.
W. M. Sage, General Freight Agent, - - -	C., R. I. & P. R'y.
G. J. Grammer, Traffic Manager, - - -	E. & T. H. R'y.
H. D. Gould, Gen. Freight and Pass. Agent, - - -	T. P. & W. R'y.
H. J. Page, General Freight Agent, - - -	C. I., St. L. & C. R'y.
W. S. Weed, General Freight Agent, - - -	L. E. & W. R. R.
Thos. C. Moore, - - -	} Joint Agents.
W. A. Brubaker, - - -	
C. H. McKnight, Secretary.	G. R. Blanchard, Commissioner.

The Commissioner read the resolutions of the Executive Committee, May 25, 1886, providing for pooling the intermediate traffic between St. Louis and Peoria, and Peoria and Chicago, and stated that the question was not fully considered at Cresson Springs, owing to the absence of several members and

CHICAGO, ST. LOUIS AND PEORIA COMMITTEES, JULY 21, 1886.

the lack of statistics. He also stated that by a resolution of the Cresson meeting statistics had been called for to cover the years 1883, 1884 and 1885, and the first half of 1886, and that this meeting was called to adopt a plan for consolidating the traffic in the above-named pools.

Mr. Diehl said he was opposed to pooling local Bloomington traffic in the Association because there was already a local pool there between the Chicago & Alton, Lake Erie & Western and the I. B. & W. Railways.

Objections were raised to including local traffic from Ashland, Beardstown, Wann and Alton Junction in the St. Louis pool, and after a lengthy discussion the following was adopted, Mr. Knight voting subject to approval :

~~local intermediate traffic to be excluded.~~ **282**—*Resolved*, That it is the sense of the committees of the St. Louis, Peoria and Chicago roads, jointly assembled, that referring to minute 207 of the Proceedings of May 25, the strictly local traffic originating at Alton, Ashland, Beardstown and Wann be not included in the pooled traffic passing through those points, and that the local tonnage originating at Bloomington be in like manner excluded from the Bloomington pool, all those points being now governed by local pools at rates higher than the Chicago basis.

*Provided*, however, that the traffics thus excluded shall be currently reported to the Commissioner for the information of all the parties interested, and that whenever those traffics are waybilled from those points, or any of them, at rates based on the authorized percentage of the Chicago rate, the same shall be then included in said pools without further action or question.

The following resolutions were voted for by all parties except Mr. Knight, who withheld his vote :

~~pool of traffic via Bloomington.~~ **283**—*Resolved*, That a separate pool be made at Bloomington, under the local direction of the Peoria joint agent, which shall include all traffic delivered by any railway at or as of Bloomington, to any other company at the same point, on through or local manifests when destined to or beyond the terminal points and line named in the contracts of this Association, the same to be reported for division at the Peoria pooled percentage of the Bloomington rate.

CHICAGO, ST. LOUIS AND PEORIA COMMITTEES, JULY 22, 1886.

**284**—*Resolved*, That a separate pool be made to include Beardstown, Ashland, Wann and Alton, to be placed under the local direction of the St. Louis joint agent, which shall include all traffic delivered by any railway at or as of the above-named points to any company at the same points on through or local manifests and destined to or beyond the terminal points and line named in the contracts of this Association, the same to be reported for division at the St. Louis pooled percentage of the St. Louis rate.

Pool of traffic via  
Beardstown,  
Ashland, Wann  
and Alton.

It was agreed that these pools shall take effect as of July 1, 1886, according to the records, and the Joint Agent be directed to call upon the various roads for tonnage reports from that date.

It was

*Resolved*, That the Commissioner report to the Executive Committee for approval this modification of their minute 207, of the 25th of May, 1886.

Mr. DePew, representing the Vandalia road, said that company had no objection to the plans as proposed, provided they will result in properly pooling and maintaining tariff rates, and that the through rates from points west of the Mississippi River shall be the same through St. Louis and all other intermediate points.

Mr. Duncan reported that the Indianapolis & St. Louis and Ohio & Mississippi Companies had agreed upon the percentages to govern the division of the tonnage from Ashland, Beardstown and Wann and Alton Junction based upon the tonnage of the year 1885.

On motion the meeting adjourned until the 22d inst. at 10 o'clock, at which time it was understood the question of the traffic to be included in the Chicago division was to be considered.

SECOND DAY, THURSDAY, JULY 22, 1886.

The Committee met at 10 A.M.

Present : Messrs.

D. S. Gray, Western Manager	- - -	Penna Co.
J. T. R. McKay, General Freight Agent	- - -	L. S. & M. S. R'y.
A Mackay, General Freight Agent	- - -	M. C. R. R.
G. B. Spriggs, General Freight Agent	- - -	N. Y. C. & St. L. R'y.

## CHICAGO, ST. LOUIS AND PEORIA COMMITTEES, JULY 22, 1886.

Jas. Smith, Traffic Manager - - - - -	} W., St. L. & P. R'y.
M. Knight, General Freight Agent - - - - -	
C. S. Wight, Assistant General Freight Agent - - - - -	B. & O. R. R.
T. Tandy, Representing - - - - -	} Grand Trunk R. R.
L. J. Seargeant, Traffic Manager - - - - -	
D. Brown, Representing - - - - -	} C. & G. T. R'y.
W. J. Spicer, General Manager - - - - -	
II. J. Page, General Freight Agent - - - - -	C., I. St. L. & C. R'y.
Thos. C. Moore, Joint Agent - - - - -	Chicago.
C. H. McKnight. Secretary.	G. R. Blanchard, Commissioner.

The Commissioner read the resolutions providing for the pooling of the outlying traffic around Chicago.

*Change of votes on  
resolutions  
relating to  
intermediate  
affic.*

**285**—Mr. A. Mackay said he desired to change his vote of the previous day and record it against the resolutions then passed providing for the formation of a separate pool of traffic passing through Bloomington, and a separate group pool of traffic passing through Beardstown, Ashland, Wann and Alton and not including the local traffic of those places.

Mr. Gray said he did not vote while the matter was up for discussion yesterday, and allowed the resolution to pass without protest upon the ground that it was a step in the right direction, and something was better than nothing, but had reserved further consideration of the matter. It was a part of his duty to take care of the interest of all the roads in which the Pennsylvania Company was interested, including the Vandalia Road, eight-tenths of which was owned by the Pennsylvania Company. He had therefore concluded that he could not consistently vote in favor of excluding the local traffic of those points, nor to make the pools independent of the centers they affected, and he now desired to have his vote recorded in the negative upon the resolutions.

Mr. Brown asked that his vote be recorded against the resolutions.

Mr. Wight thought the action taken yesterday by the St. Louis and Peoria Committees related to matters which more

CHICAGO, ST. LOUIS AND PEORIA COMMITTEES, JULY 22, 1886.

nearly concerned themselves, and was in the nature of a recommendation, which will have to be passed upon by the Executive Committee.

Mr. J. T. R. McKay and Mr. Spriggs did not care to change their votes as they regarded the action as merely recom-mendatory.

Mr. Smith said his company was generally in favor of the exclusion of the strictly local traffic originating at interior towns, such as Ashland, Bloomington, Beardstown and Decatur, and of pooling only the traffic passing through those points from the Mississippi River. He thought traffic originating at Alton should go into the St. Louis pool, as the traffic from Hannibal and other Mississippi River points was to be included by his company in the Chicago division. As the resolutions were not in that respect in conformity with the resolutions of the Executive Committee of May 25, 1886, he would vote against their adoption.

The subject of pooling traffic from Seneca, Dwight, Streator and Kankakee was next considered.

Mr. Smith said his understanding was that the Mississippi River business of his company was to be included in the Chicago pool proper, as its relations were entirely with the Chicago lines. The rates and divisions of his company on that traffic corresponded with those of the Chicago lines, and he did not care to go into a pool on the same basis as with the small and divided traffics of Streator, Dwight and Seneca, etc.

The following resolutions were unanimously adopted :

**286**—*Resolved*, That the aggregate through tonnages of Kankakee, Seneca, Dwight, Streator and Streator Junction, and from the Wabash road as the same were severally defined in Resolution 207, May 25, 1886, be reported and added to the Chicago tonnage to constitute the total for division.

Intermediate traffic to be included in Chicago division

*Resolved*, That of the total so ascertained, the Wabash, St. Louis and Pacific Railway be allotted a percentage as a railway to repre-sent the share to which it is entitled as per resolution 207.

*Resolved*, That of the same total the C. I. St. L. & C. Co. be allot-ted a percentage as a railway to represent the share thereof to which it is entitled under resolution 207.

## CHICAGO, ST. LOUIS AND PEORIA COMMITTEES, JULY 22, 1886.

*Resolved*, That percentages of said same total be then further allotted to Dwight and Streator respectively and separately, as localities or sub-initial points, and that the said share of each point shall be then further subdivided between the several carriers from each point, as the same may be agreed upon or arbitrated in conformity to the said resolution and the Chicago Agreement.

*Resolved*, That if any railway from Streator or Dwight declines to become a party to the said divisions, the parties which connect with such dissenting lines shall, nevertheless, report the traffic therefrom via such routes, at the agreed forty per cent of Chicago rates, and receive and pay therefor.

Mr. Spriggs said if traffic was pooled at Streator and Dwight, that which passed from those points through Chicago would be taken out of the Chicago division; and, as the Chicago division would be thereby depleted, a new division might be required from Chicago. It was

*Resolved*, That statistics be prepared by Joint Agent Moore, of Streator and Dwight traffic, via Chicago, from January 1, 1885, to June 30, 1886, showing the roads delivering such traffic at Chicago, and the road by which it was forwarded from Chicago. It was

*Resolved*, That the Chicago Joint Agent be directed to call upon the roads for statistics of the traffic to be newly included in the Chicago division from July 1, 1886. It was also

divisions of  
immediate  
ffic to be  
mitted to  
stration.

**287**—*Resolved*, That the preliminary meeting contemplated by Article 20 of the Chicago Agreement is hereby waived, and the arguments of the parties in the matter of a division of the said traffic with Chicago shall be sent to the Commissioner on or before August 15, 1886.

On motion, the meeting adjourned.

G. R. BLANCHARD,

COMMISSIONER.

C. H. McKNIGHT,

SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**PEORIA COMMITTEE,**  
 COMMITTEE ROOMS, CHICAGO,  
 WEDNESDAY, JULY 21, 1886.

The Committee met at five o'clock P.M.

Present : Messrs.

G. J. Grammer, Traffic Manager,	- - - -	E. & T. H. R. R.
W. M. Sage, General Freight Agent,	- - - -	C., R. I. & P. R'y.
H. C. Diehl, General Freight Agent,	- - - -	I., B. & W. R'y.
H. D. Gould, General Freight Agent,	- - - -	T., P. & W. R. R.
M. Knight, General Freight Agent,	- - - -	W., St. L. & P. R'y.
W. A. Brubaker, Joint Agent,	- - - -	Peoria, Ill.
C. H. McKnight, Secretary.		G. R. Blanchard, Commissioner.

The Commissioner submitted the Peoria supplementary agreement to Mr. Sage for his action.

**288**—Mr. Sage desired to have the words “and also when these articles are loaded and way-billed through at time of shipment from points on R. I. & P. R'y, and destined to Chicago via the C., R. I. & P. R'y,” inserted in section second of the agreement, making it read :

Peoria  
Supplementary  
Agreement  
amended.

“It shall include all grains, flour, mill-feed, starch, glucose, high-wines, whisky and other spirits in any quantities when the same originate at or pass through Peoria (excepting *only* when those articles are loaded and way-billed directly through at time of shipment from points on T. P. & W. R. R., east of Mississippi River to points on or via same railway east of Peoria, and also when these articles are loaded and way-billed through at time of shipment from points on R. I. & P. R'y, and destined to Chicago via the C., R. I. & P. R'y), and when the same are consigned and destined as follows,” etc.

## PEORIA COMMITTEE, JULY 21, 1886.

With that addition he said the local agreement was satisfactory to his company. The insertion of this clause was agreed to.

With regard to the through freight agreement, Mr. Sage said the live stock portion was not quite in accordance with President Cable's views: that he did not want the contract as to live stock to begin as of June 1, 1886, but he wished to take up that matter on an equitable basis without reference at all to the dead freight. His company wished to go into a live stock pool, but would take it up as a new question and with the desire to pool it. If this was agreed to he said it might be understood that both the through and the local contracts were the same as signed by his company.

The parties present assented to Mr. Sage's proposal with the following exception: Mr. Knight voted subject to the approval of Traffic Manager Smith of his company, who was to be in Chicago on the 22d, and Mr. Diehl reserved the vote of Mr. Henderson.

NOTE. Chicago, July 21, 1886: Mr. Smith of the Wabash road, voted concurrently, and Mr. Diehl communicated the assent of Mr. Henderson.

It was agreed that if the Peoria matters progressed to arbitration that Arbitrators Blanchard and Richardson should select a third party.

On motion, the meeting adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. MCKNIGHT,

SECRETARY

PROCEEDINGS OF A MEETING OF THE  
**CHICAGO COMMITTEE,**  
 COMMITTEE ROOMS, CHICAGO.

FRIDAY, AUGUST 6, 1886.

Present: Messrs.

John Newell, President, - - - - -	L. S. & M. S. R'y.
H. B. Ledyard, President, - - - - -	Mich. Cent. R. R.
A. Mackay, General Freight Agent, - - - - -	} B. & O. R. R.
Orland Smith, Third Vice-President, - - - - -	
C. S. Wight, Assistant General Freight Agent, - - - - -	} C. & G. T. R'y.
W. J. Spicer, General Manager, - - - - -	
D. Brown, Assistant General Freight Agent, - - - - -	} N. Y. C. & St. L. R'y.
G. B. Spriggs, General Freight Agent, - - - - -	
Wm. Borner, G. W. F. A., - - - - -	P. F. W. & C. R'y.
J. B. Hill, G. W. & D. F. A., - - - - -	C. St. L. & P. R. R.
W. C. Hobbs, Assistant General Freight Agent, - - - - -	C. I. St. L. & C R'y.
Thomas C. Moore, Joint Agent, - - - - -	Chicago.
C. H. McKnight, Secretary.	G. R. Blanchard, Commissioner.

The Commissioner presented letters and telegrams indicating that the rates were not being maintained, and said he had called the meeting of the Chicago Committee to see what could be done, or to consider whether a meeting of the Association should be called to endeavor to stop the cutting of rates.

He also presented a statement received from Mr. Broughton, showing the tonnage carried by the Chicago & Atlantic road, and the number of cars carried for the Wabash Company via Laketon, from January 1, 1886, to June 30, 1886.

After a full discussion of the situation as to rates, the following resolutions were unanimously adopted :

**289**—*Resolved*, That to more fully carry out the provisions of the Chicago Freight Contract, the parties hereto hereby authorize and empower the Commissioner to divert all classes of traffic other than perishable freights and those intended for direct export on through bills of lading, both for the purpose of equalizing the tonnage and the

Rates to be  
maintained at  
Chicago.

CHICAGO COMMITTEE, AUGUST 6, 1886.

classes, and thereafter for the purpose of defeating or exposing cut rates, and his orders relating thereto shall be carried out in so far as the same may not conflict with the legal obligations of the bills of lading. The parties hereto further pledge themselves to the observance of tariff rates, and will take the proper steps to require their maintenance.

*Resolved*, That in order to more fully consider the whole question, it is recommended that a meeting of the Central Traffic Association be held at the rooms of Commissioner Fink, 346 Broadway, New York, on Wednesday, the 18th instant, at 11 A.M., and that the Trunk Line Executive Committee be invited to attend.

The Commissioner urged the importance of limiting the numerous special fares which are now depleting the passenger revenues of the roads, and read a telegram from Assistant Commissioner Daniels, sent from the Niagara Falls Passenger Agents' meeting, stating the proposed action of the Passenger Committee to meet the rate made by the Chicago & Grand Trunk Company for Odd Fellows from Chicago to Boston and return, and urging that the Managers settle the question as to whether the Chicago & Grand Trunk rates to New England points via Montreal shall go back into the Chicago sheet as basing rates.

On motion of Mr. Newell, the consideration of passenger matters was laid over until the proposed meeting of the Association, with the understanding that it be then considered and decided.

The Commissioner submitted a letter from Mr. Stone, Secretary of the Board of Trade, requesting action upon the abrogation of the charge of two dollars for switching cars to elevators.

After discussion, it was

ARMED FOR  
SWITCHING CARS TO  
ELEVATORS

**290 - R. v. vi.** That upon being satisfied of the compliance by the Chicago Western roads and the Chicago elevators of all the conditions specified in the letter of Commissioner Blanchard to Commissioner M. Walker dated April 14, 1886, the charge of two dollars per car thus far paid to shall be abrogated by circular letter of the 1st witness over.

CHICAGO COMMITTEE, AUGUST 6, 1886.

The Commissioner stated that some difficulty had arisen at Indianapolis as to weighing live stock at that point, but he had made arrangements that such stock as was not weighed there would be weighed at the Western termini of the Trunk Lines.

By authority given him by the Association to appoint inspectors at Buffalo, he had agreed with Commissioner Fink to appoint Mr. J. H. Pake as Joint Agent of the Central Traffic Association and the Trunk Line Commission with the understanding that his salary of \$150.00 per month and office and clerical expenses should be paid one-half by each Association, but that any expense incurred on behalf of Western lines should be paid by them.

He recommended the appointment of a permanent arbitrator who would be familiar with all questions relating to the Association, and would be ready at any time to take up subjects for arbitration. The opinion was general that it was desirable to make such an appointment.

He presented a letter from President Ingalls, of the C. I. St. L. & C. Company objecting to including the traffic of and via Kankakee in the Chicago division.

The Commissioner was requested to correspond with Mr. Ingalls and endeavor to get his assent to including the traffic of that point.

It was

*Resolved*, As passenger matters are to be considered at the meeting of the Association that the General Passenger and Ticket Agents be invited to attend the meeting.

On motion, the Committee adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.



CHICAGO, August 7, 1886.

CALL FOR GENERAL MEETING.

**291—To the Managers and General Passenger and Ticket Agents of the Central Traffic Association :**

Call for general meeting at New York.

The Chicago Managers yesterday adopted the following resolution unanimously :

“ It is recommended that a meeting of the Central Traffic Association be held at the rooms of Commissioner Fink, 346 Broadway, New York, on Wednesday, the 18th inst., at 11 A.M., and that the Trunk Line Executive Committee be invited to attend.”

Pursuant thereto I respectfully call a meeting of the Association at the place and time named, and urgently request that all members be present.

The following subjects will be presented :

*First.* The divisions of freight traffic agreed to, but not yet completed, and such others as may be deemed requisite for the general interest.

*Second.* Additional measures for maintaining rates and fares.

*Third.* The propriety of including in the present or supplementary freight agreements short point traffics now excluded.

*Fourth.* The desirability of appointing a permanent Arbitrator or Arbitrators for the Association.

*Fifth.* The majority and minority reports of the Percentage Committee.

*Sixth.* The consideration of the proposed general contract of the Association.

*Seventh.* Pending the adoption of a general agreement, the Passenger Agreement formerly agreed to will be presented for consideration and signature.

## CALL FOR GENERAL MEETING.

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*Eighth.* Measures to limit special passenger fares.

*Ninth.* The consideration of the differential basing fares desired by the Chicago & Grand Trunk Company eastwardly via Montreal.

*Tenth.* To progress passenger arbitration.

*Eleventh.* Any other questions that may be presented in either the freight or passenger departments of the Association.

*Twelfth.* Any questions of mutual interest which the Trunk Line Executive Committee, or Commissioner Fink may desire considered.

The Conference Committee upon the relations of this Association to the Trunk Lines and the Joint Committee are respectfully requested to convene at the same time and place.

As important passenger questions are to be considered a full attendance of the General Passenger and Ticket Agents is requested.

Respectfully,

G. R. BLANCHARD,  
COMMISSIONER.

## PROCEEDINGS OF A MEETING OF THE

## CENTRAL TRAFFIC ASSOCIATION,

346 BROADWAY, NEW YORK,

WEDNESDAY AND THURSDAY, AUGUST 18 AND 19, 1886.

WEDNESDAY, AUGUST 18, 1886.—MORNING SESSION.

The following companies were represented:

Baltimore & Ohio R. R.	- - - - -	{	Orland Smith, F. Harriott, C. S. Wight.
Chicago & Alton R. R.	- - - - -		H. H. Courtright.
Chicago, Burlington & Quincy R. R.	- - - - -		E. P. Ripley.
Cleveland, Columbus, Cin. & Ind'p'l's R'y	- - - - -	{	S. Burke, G. M. Beach, Edgar Hill.
Chicago & Grand Trunk R'y	- - - - -	{	L. J. Sargeant, W. J. Spicer, G. B. Reeve.
Cin., Ind'p'l's., St. Louis & Chicago R'y	- - - - -		M. E. Ingalls.
Chicago, Rock Island & Pacific R'y	- - - - -		W. M. Sage.
Cincinnati, Hamilton & Dayton R. R.	- - - - -	{	C. C. Waite, A. H. McLeod.
Cincinnati, Washington & Baltimore R. R.	- - - - -		Orland Smith.
Chicago, St. Louis & Pittsburgh R. R.	- - - - -	{	J. N. McCullough, D. S. Gray.
Detroit, Grand Haven & Milwaukee R'y	- - - - -	{	W. J. Spicer, G. B. Reeve.
Evansville & Terre Haute R. R.	- - - - -		G. J. Grammer.
Grand Trunk R'y	- - - - -		L. J. Sargeant.
Indianapolis & St. Louis R'y	- - - - -	{	G. M. Beach, Edgar Hill.
Jeffersonville, Madison & Indianapolis R. R.	- - - - -	{	J. N. McCullough, D. S. Gray.
Lake Shore & Michigan Southern R'y	- - - - -	{	John Newell, J. T. R. McKay.

## CENTRAL TRAFFIC ASSOCIATION, AUGUST 18 AND 19, 1886.

Michigan Central R. R. - - - - -	H. B. Ledyard.
New York, Chicago & St. Louis R'y - - - - -	{ D. W. Caldwell, G. B. Spriggs.
New York, Penn. & Ohio R. R. - - - - -	{ S. M. Felton, G. H. Vaillant.
Ohio & Mississippi R'y - - - - -	{ W. W. Peabody, Wm. Duncan.
Pittsburgh, Cincinnati & St. Louis R'y - - - - -	{ J. N. McCullough, D. S. Gray.
Peoria, Decatur & Evansville R'y - - - - -	G. J. Grammer.
Pittsburgh, Ft. Wayne & Chicago R'y - - - - -	{ J. N. McCullough, D. S. Gray.
Toledo, Peoria & Western R'y - - - - -	H. D. Gould.
Valley R'y - - - - -	R. A. Carran.
Wabash, St. Louis & Pacific R'y - - - - -	{ A. A. Talmage, James Smith.

There were also present from the trunk lines :

A. Fink, Commissioner, - - - - -	Trunk Line Association.
H. J. Hayden, Third Vice-President, - - - - -	N. Y. C. & H. R. R. R.
S. M. Felton, Jr., First Vice-President, - - - - -	} N. Y., L. E. & W. R. R.
G. H. Vaillant, Freight Traffic Manager, - - - - -	
J. S. Wilson, General Freight Traffic Agent, - - - - -	} Penna. R. R.
F. H. Kingsbury, Through Freight Agent, - - - - -	
J. D. Layng, General Manager, - - - - -	} West Shore R. R.
J. W. Musson, Traffic Manager, - - - - -	
B. A. Hegeman, Traffic Manager, - - - - -	} D. L. & W. R. R.
A. Fell, General Western Freight Agent, - - - - -	
F. Harriott, General Freight Agent, - - - - -	B. & O. R. R.

The following companies, members of the Central Traffic Association, were not represented.

Chicago & West Michigan; Detroit, Lansing & Northern; Grand Rapids & Indiana; Illinois Midland; Indiana, Bloomington & Western; Lake Erie & Western; Louisville, New Albany & Chicago; Louisville & Nashville; and Vandalia Line.

Commissioner Blanchard in taking the chair reviewed the objects for which the meeting was called and urged the importance of action upon the subject of the condition of rates.

After full discussion, the following resolutions, offered by

Mr. Orland Smith, and seconded by Mr. Beach, were unanimously adopted :

**292**—*Resolved*, That we pledge ourselves and the companies which we represent to a strict observance of tariff rates from this date, and that we will take the proper steps to secure their maintenance.

Strict observa  
of tariff rates.

**293**—*Resolved*, Further, That to more fully carry out the objects of this Association and the respective pool contracts, we hereby authorize and empower the Commissioner to divert all classes of traffic, other than perishable freights and those intended for direct export on true bills of lading, both for the purpose of equalizing the tonnage and the classes, and also for the purpose of defeating or exposing cut rates, and his orders relating thereto shall be carried out as far as the same may not conflict with the legal obligations of the bills of lading.

Diversions for  
purpose of eq  
ualizing tonnage  
and defeating  
exposing cut i

Commissioner Fink, being called upon by the chairman, made the following statement as to the position taken by the Trunk Lines. He said, when reports came, that rates in the West were not maintained, the Trunk Lines met to consider what could be done to stiffen them, and as the result of that meeting, the assurance was given to their western connections that the Trunk Lines would maintain the rates, and would not participate in any cuts by the western roads. To give strength to this assurance, it was agreed that each Vice-President or General Manager of the Trunk Lines should give such notice in his own territory over his own signature. If the Trunk Lines have participated in the cut rates he could hardly believe it; there is every reason to believe they acted in good faith and intended to enforce the notice. The secret of maintaining rates is the keeping of good faith by the Trunk Lines with each other, and not participating in cuts by western lines. Mr. Fink expressed, on the part of the Trunk Lines, a willingness to aid in carrying out any suggestions as to the restoration and maintenance of rates.

Position of tr  
lines.

Adjournment until 2 P.M.

#### WEDNESDAY, AUGUST 18, 1886 — AFTERNOON SESSION.

Mr. Ingalls offered the following :

*Resolved*, That all rates on east-bound competitive traffic to intermediate points, where two or more roads are interested, within the

## CENTRAL TRAFFIC ASSOCIATION, AUGUST 18 AND 19, 1886.

territory of the Central Traffic Association, shall be made on a minimum basis of not less than six-tenths of one cent per ton per mile, based on the short-line distance, and each representative here agrees that this shall be done on or before September 1, 1886.

The resolution was not adopted.

Considerable discussion followed upon the subject of the pooling of outlying points. The following resolution offered by Mr. Ledyard, was adopted :

Chicago Committee  
meet in  
York.

**294**—*Resolved*, That the Chicago Committee, with the representatives of the Wabash, St. Louis & Pacific Railway, and the Cincinnati, Indianapolis, St. Louis & Chicago Railway, hold a meeting at 346 Broadway, New York, at 10 A.M., Thursday, August 19, 1886, and that Mr. Benedict, President of the Chicago & Atlantic Railway, be invited to be present at that meeting.

The subject of short billing was again discussed, and the Chairman called special attention to the fact that by no action of the Association had the short point billing ever been brought under its jurisdiction.

Mr. Ledyard then offered the following :

Committee on  
and interior  
increased.

**295**—*Resolved*, That the Committee on pools from interior points be, and are hereby requested to convene as soon as practicable, to formulate and to report to the Association, plans for such pools, and are authorized to extend the territory to be covered by such pools so as to include any additional points which, in the judgment of the Commissioner, may be deemed necessary.

*Resolved*, That if in his judgment it be necessary to increase the committee so as to include interests not now represented thereon, the Commissioner is hereby authorized to designate such additional members.

The resolutions were adopted.

The Commissioner appointed as the additional members of the Committee, Messrs. Wm. Duncan, Edgar Hill, H. C. Diehl, H. W. Hibbard, H. J. Page, W. H. McDoel, M. Knight, C. E. Gill, G. J. Grammer, and W. S. Weed.

After further discussion, the following resolution, offered by Mr. McKay, and seconded by Mr. Waite, was unanimously adopted :

Minimum east-  
bound rates  
between inter-  
state points.

**296**—*Resolved*, That on all classes of east-bound traffic between points west of the western termini of the Trunk Lines, the rates from the

prorating points to any and all intermediate points, shall not be less than the short line proportion of the gross all-rail rate to New York (lighterage not deducted), and that from local points, which are between competing points, the proportion to be charged shall not be less than that charged from the next farthest competing point.

*Resolved*, That this shall take effect between all points, not later than September 1, 1886.

On motion of Mr. Ingalls, it was

**297**—*Resolved*, That a committee of six, with the Chairman, be appointed, to whom shall be referred the printed form of the proposed Agreement which had been sent to the roads members of the Central Traffic Association, with instructions that they endeavor to formulate a plan by which all competitive traffic, east or west-bound, within the territory of this Association shall be pooled, such committee to report as early as convenient.

Committee on proposed agreement.

The Chairman named as members of this committee Messrs. Ledyard, Burke, Orland Smith, Seargent, Gray and Ingalls.

On motion of Mr. Orland Smith, it was unanimously resolved that two additional members be added to the committee.

The Chairman announced Messrs. Felton and Talmage as the two additional members.

It was

**298**—*Resolved*, That the special committee appointed for the purpose of revising the Contract of the Central Traffic Association meet at the United States Hotel, Saratogo, Wednesday and Thursday, August 25 and 26, 1886.

Committee to meet at Saratoga.

It was agreed that the members present would meet the General Passenger Agents of the Central Traffic Association and Trunk Line Passenger Department at 2 p.m. Thursday, the 19th inst.

To meet passenger agents.

On motion, the meeting adjourned until 11:30 A.M. Thursday, August 19, 1886.

THURSDAY, AUGUST 19, 1886.

Commissioner Blanchard took the chair, and stated that among the important matters named in the call to be considered, was the appointment of a permanent arbitrator. He stated that the Cincinnati, Indianapolis, St. Louis & Chicago

## CENTRAL TRAFFIC ASSOCIATION, AUGUST 18 AND 19, 1886.

Co. had become a party to the Chicago agreement, and the matter of its percentage had been substantially agreed to. remained now only to arrange for the inclusion of the Hannibal and Quincy tonnage in the Chicago division. He also stated that a proposition had been made, that a meeting of the Managers be called in Chicago, Wednesday, September 2, 1886, and asked if there were any objections to that date. None were offered.

Mr. Waite offered the following resolution which was carried unanimously :

manent  
itrator.

**299**—*Resolved*, That the question of a permanent arbitrator be referred to the special committee appointed to enlarge the scope of the contract, and that such committee make an early report to the Association regarding such permanent arbitrator.

The Chairman expressed the hope that all the committees would be able to report at the meeting of September 22, 1886.

ority and  
ority and  
percentage  
mittee.

The subject of the majority and minority reports of the Percentage Committee was discussed at some length. The Chairman stated that pursuant to a resolution passed at Creson, the lines running east from the Mississippi river had been requested to furnish the Commissioner, for the use of the committee, full statements of their divisions and distances.

On motion of Mr. Smith, the subject was referred to the meeting of September 22, 1886.

uced rates  
oted on cotton  
e goods.

The Chairman said that inasmuch as the six original freight contracts were now signed, and further progress had been made toward including outlying points, the passenger agreements should also be executed. The committee would then have until the 1st of January, 1887, to mature a plan for including short point traffic, and of perfecting the whole contract. The subject was referred to the general committee, to report to the Association at their convenience.

**300**—The Chairman then called attention to the final result of a very long discussion that had taken place with the mem-

## CENTRAL TRAFFIC ASSOCIATION, AUGUST 18 AND 19, 1886.

chants of New York, regarding the reclassification of cotton goods. He read the circular letter of Mr. Guilford, of August 19, 1886, and stated that it was Commissioner Fink's desire that a vote be taken upon the adoption of reduced rates specified in the circular letter referred to.  
It was

*Resolved*—That the Central Traffic Association vote "aye," upon the adoption of reduced rates on cotton piece goods, as specified in circular letter of Vice-Chairman Guilford, of August 19, 1886.

Adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
 CENTRAL TRAFFIC ASSOCIATION,  
 WITH THE GENERAL PASSENGER AGENTS,

346 BROADWAY, NEW YORK,

THURSDAY, AUGUST 19, 1886.

Present :

H. B. Ledyard, President,	- - -	} M. C. R. R.
O. W. Ruggles, General Passenger Agent,	- - -	
John Newell, President,	- - -	} L. S. & M. S. R'y.
W. P. Johnson, General Passenger Agent,	- - -	
Orland Smith, Third Vice-President,	- -	} B. & O. R. R.
C. K. Lord, General Passenger Agent,	- -	
W. J. Spicer, General Manager,	- -	} C. & G. T. R'y.
G. B. Reeve, Traffic Manager,	- -	
W. E. Davis, General Passenger Agent,	- -	} P. C. & St. L. R'y.
D. S. Gray, Western Manager,	- -	
E. A. Ford, General Passenger Agent,	-	} Penna. Co.
J. R. Wood, General Passenger Agent,	-	
James Smith, General Traffic Manager,	-	} Penna. R. R.
F. Chandler, General Passenger Agent,	-	
G. M. Beach, General Manager,	- -	} W. St. L. & P. R'y.
A. J. Smith, General Passenger Agent,	-	
R. A. Carran, Gen. Freight and Pass. Agt.	-	} C. C. C. & L. R'y.
W. B. Shattuck, General Passenger Agent,	-	
Wm. Edgar, General Passenger Agent,	-	Valley R'y.
A. Hanson, General Passenger Agent,	-	O. & M. R'y.
Henry Mennett, General Passenger Agent,	-	G. T. R'y.
D. M. Kendrick, General Passenger Agent,	-	B. & A. R. R.
A. E. Clark, Asst. General Passenger Agent,	-	West Shore R. R.
B. F. Horner, General Passenger Agent,	-	N. Y. C. & H. R. R. R.
S. W. Snow, General Passenger Agent,	-	N. Y. P. & O. R. R.
G. R. Blanchard, Commissioner,	-	N. Y. C. & St. L. R'y.
Geo. H. Daniels, Assistant Commissioner,	-	Chic. & Atl. R'y.
S. F. Pierson, Commissioner,	-	Trunk Line Pass. Com.
Commissioner Blanchard presided.		

The subject of differential basing fares via Montreal was discussed at length, Mr. Reeve stating the position of the Chicago & Grand Trunk Railway followed by a full statement by Assistant Commissioner Daniels.

The following resolutions were finally unanimously adopted :

**301**—*Resolved*, That simultaneously with the signing of the contract of the Passenger Committee of the Central Traffic Association by the members thereof, including the Chicago & Grand Trunk Railway, or an agreement as to the date it shall go into effect, the differences in fares used by the Chicago & Grand Trunk Railway, as basing rates or otherwise, Chicago to Boston and New England points, via Montreal, previous to December 15, 1884, may be again used by them, provided the question of their continued use, in whole or in part, and the amount of said differentials on all classes between all points, shall be submitted to arbitration not later than September 7, 1886; and provided further, that this action shall be without prejudice to any of the parties to this arbitration.

Grand Trunk  
differential far-  
be submitted to  
arbitration.

*Resolved*, That the parties will unite in a joint authorization to the compiler of the Chicago Joint Rate Sheet that said differential rates may be issued in a supplemental sheet, dated Monday, the 23d inst., and if the said arbitration shall in anywise change said procedure of rates, the same shall also be announced in a like supplemental sheet.

**302**—*Resolved*, That the Passenger Contract formulated and approved March 25, 1886, to take effect April 1, 1886, is hereby declared to be in full force and effect as the Passenger Agreement of this Association from and after its date.

Passenger agree-  
ment of March 25  
1886, in effect.

The subject of the \$13 rate, Chicago to Boston and return, which had been made by the Chicago & Grand Trunk Railway for the Odd Fellows, was fully considered. The following resolution was offered by Mr. James Smith :

*Resolved*, That the same rate per mile, with bridge arbitraries added, be made from points in Central Traffic Association territory of same or greater distance as Chicago to Boston and return, for Odd Fellows, as that made by the Chicago & Grand Trunk Railway, computed by the short line, Chicago to Boston, namely, one thousand and three miles, and from shorter distances at not more than the Chicago & Grand Trunk rate, under same restrictions, dates of sale and limits of tickets.

Lost by a vote of twelve to six, the W. St. L. & P., O. & M., N. Y. P. & O., G. T., D. G. H. & M. and C. & G. T., voting affirmatively.

## CENTRAL TRAFFIC ASSOCIATION, AUGUST 19, 1886.

The following resolution, offered by Mr. Ford, was finally unanimously adopted, the Ohio & Mississippi Railway voting affirmatively under protest.

Odd Fellows rate  
to Boston via  
C. & G. T.

**303**—WHEREAS, The Chicago & Grand Trunk Railway has named for the Odd Fellows, from Chicago to Boston and return, an unauthorized rate, which, for certain stated reasons, cannot be withdrawn, therefore be it

*Resolved*, That the Commissioner of the Central Traffic Association confer with the Commissioner of the Trunk Lines Passenger Committee, and name to the members of this Association, at the earliest possible date, the rates they may use and the conditions upon which such rates may be used to meet the competition created, as stated above, on tickets over the Trunk Lines.

The following resolution was also unanimously adopted :

Five dollar rate to  
Boston and return  
abrogated.

**304**—*Resolved*, That the action of the Passenger Department at their meeting at Niagara Falls, August 3, 1886, in establishing the rate of \$5 from western points to Boston and return, be and is hereby rescinded.

On motion, the meeting adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

G. H. DANIELS,  
ASSISTANT COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
**CHICAGO COMMITTEE,**  
 346 BROADWAY, NEW YORK,  
 THURSDAY, AUGUST 19, 1886.

Present :

H. B. Ledyard, President,	- - - - -	M. C. R. R.
John Newell, President,	- - - - -	L. S. & M. S. R'y.
W. J. Spicer, General Manager,	- - - - -	} C. & G. T. R'y.
G. B. Reeve, Traffic Manager,	- - - - -	
D. S. Gray, Western Manager, etc.,	- - - - -	{ P. F. W. & C. R'y and C. St. L. & P. R. R.
D. W. Caldwell, Receiver	- - - - -	
Orland Smith, Third Vice-President,	- - - - -	N. Y. C. & St. L. R'y.
		B. & O. R. R.

There were also present :

A. A. Talmage, General Manager,	- - - - -	W. St. L. & P. R'y.
M. E. Ingalls, President,	- - - - -	C. I. St. L. & C. R'y.

The following was unanimously adopted :

**305**—*Resolved*, That, beginning as of September 1, 1886, and to continue to July 1, 1887, the dead freight tonnage of the Cincinnati, Indianapolis, St. Louis & Chicago R'y from Chicago, less that to the Chesapeake & Ohio Railroad, and from Seneca, including the Chesapeake & Ohio tonnage and the tonnage of the I. I. & I. R'y via Kankakee, shall be added to the dead freight tonnage of the lines to the present Chicago freight contract and of said total tonnage, the C. I. St. L. & C. Co. shall be entitled to 5 per cent, the same to be reported in and accounted to the Chicago Pool at 40 per cent of the New York tariff rates from Chicago, and the other general conditions of the Chicago contract are agreed to.

Dead freight  
tonnage of C. I. &  
L. & C. to be  
included in  
Chicago division

Whenever the Chicago aggregate tonnage is increased or diminished by the addition or withdrawal of other tonnage, the parties shall share the same in their due proportions.

The C. I. St. L. & C. Co. will report for information the C. & O. tonnage from Chicago.

On motion, the Committee adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

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NEW YORK, July 28, 1886.

**APPOINTMENT OF JOINT AGENT AT BUFFALO.**

Appointmen  
agent at  
illo.

**306**—Mr. J. H. Pake has been appointed Joint Agent of the Trunk Line Commission and the Central Traffic Association, with office at Buffalo, for the purpose of examining and checking the way-billing and car records, of both eastern and western roads, of the traffic covered by the agreements of these Associations.

Agents at terminal points are respectfully requested to give him all possible assistance which he may need in carrying out his instructions.

ALBERT FINK, COMMISSIONER,  
TRUNK LINE COMMISSION.

G. R. BLANCHARD, COMMISSIONER,  
CENTRAL TRAFFIC ASSOCIATION.

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**CIRCULAR No. 24.**

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CHICAGO, August 18, 1886.

**RATES ON EXHIBITS.**

**307**—Exhibits (dead freight and live stock) forwarded to the St. Louis Fair, to be held at St. Louis, October 3d to the 10th, 1886, will be charged at tariff rates. They will be returned over the roads in this Association which forwarded them, at owner's risk, free, within thirty days thereafter, to the original forwarders and points of shipments, when accompanied by a certificate of the proper officers of said Fair attached to the manifests therefor that they are unsold exhibits thereat.

By order of the Executive Committee.

C. H. McKNIGHT,  
SECRETARY.

G. R. BLANCHARD,  
COMMISSIONER.

## CIRCULAR No. 25.

CHICAGO, August 19, 1886.

## CHANGES IN CLASSIFICATION OF CATSUP.

**308**—Taking effect at once, as desired by the Chairman of the Classification Committee, the following classification will apply until duly changed : Classification of catsup.

	L. C. L.	C. L.
Catsup, in glass, boxed, C. R. ....	1	
Catsup, in glass, boxed, O. R. ....	3	6
Catsup, in kegs, bbls. or casks .....	6	8
Catsup, in buckets or pails, crated, C. R. ....	1	
Catsup, in buckets or pails, crated, O. R. ....	3	6
Catsup, in buckets or pails, not crated, not taken.		

C. H. McKNIGHT,  
SECRETARY.

G. R. BLANCHARD,  
COMMISSIONER.

## CIRCULAR No. 26.

CHICAGO, August 30, 1886.

## MINIMUM EAST-BOUND RATES BETWEEN INTERMEDIATE POINTS.

**309**—At a meeting of the Central Traffic Association, held at New York, August 18, 1886, the following resolutions were unanimously adopted :

Minimum  
east-bound rates  
between  
intermediate  
points.

*Resolved*, That on all classes of east-bound traffic between points west of the western termini of the Trunk Lines, the rates from the prorating points to any and all intermediate points, shall not be less than the short line proportion of the gross all-rail rate to New York (lighterage not deducted), and that from local points which are between competing points, the proportion to be charged shall not be less than that charged from the next farthest competing point.

*Resolved*, That this shall take effect between all points not later than September 1, 1886.

The companies in the Association are respectfully requested to conform to these resolutions.

C. H. McKNIGHT,  
SECRETARY.

G. R. BLANCHARD,  
COMMISSIONER.

## CIRCULAR No. 27.

CHICAGO, August 31, 1886.

## ABROGATION OF SWITCHING CHARGES ON GRAIN FROM CHICAGO ELEVATORS.

Abrogation of  
switching charges  
in grain from  
Chicago elevators.

**310**—On the 6th instant, the Managers of the Railways in this Association, leading eastwardly from Chicago, authorized the undersigned, upon being satisfied of the compliance by the Chicago Western Roads and the Chicago Elevators with all the conditions specified in the correspondence with the Chicago Freight Bureau and Board of Trade, to abrogate by circular order, the charge of two dollars per car for grain taken from the Chicago Elevators.

In accordance therewith, I respectfully give notice that the said charge formerly imposed under the Circular of September 1, 1882, is hereby abrogated as from July 1, 1886.

G. R. BLANCHARD,  
COMMISSIONER.

C. H. McKNIGHT,  
SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**ST. LOUIS COMMITTEE,**  
 OFFICE OF THE JOINT AGENT, ST. LOUIS,

TUESDAY, AUGUST 31, 1886.

Present:

H. H. Courtright, General Freight Agent, } C. & A. R. R.  
 F. A. Wann, Assistant General Freight Agt. }  
 Samuel Smith, Ass't General Freight Agt. W. St. L. & P. R'y.  
 G. M. Beach, General Manager, - - - } I. & St. L. Ry.  
 Edgar Hill, General Freight Agent, - - - }  
 H. W. Hibbard, General Freight Agent, Vandalia Line.  
 W. Duncan, General Freight Agent - - O. & M. R'y.  
 G. R. Blanchard, Commissioner.  
 H. S. DePew, Joint Agent.

Joint Agent DePew presided.

The question as to whether the live stock and dead freight balances were to be charged against each other or settled separately, was discussed at length and the following resolution was offered by Mr. Beach and seconded by Mr. Duncan:

**311**—*Resolved*, That the Commissioner is hereby authorized to proceed with the monthly settlements of live stock and dead freight balances from February 1, 1886, in accordance with former percentages and the terms of the St. Louis Contract, with the understanding and agreement that when the percentages shall have been finally arbitrated, the accounts and amounts shall be readjusted to conform thereto, and the parties will then pay and receive accordingly, in final adjustment of past paid periods.

Settlement of St.  
Louis dead freight  
and live stock  
balances.

The C. & A., I. & St. L., Vandalia and O. & M., voted affirmatively. For the W. St. L. & P., Mr. Samuel Smith stated that he had received no instructions as to matters to come before the meeting, and preferred to have the proceedings submitted to the General Manager.

**312**—The subject of tonnage transfers for equalization of balances was then discussed. Tonnage transfers

## ST. LOUIS COMMITTEE, AUGUST 31, 1886.

Mr. Courtright said his company had tendered both dead freight and live stock to companies in deficit and same had been refused, and asks that his company receive credit therefor in any settlement to be made.

The following amendment was made to the resolution above:

*Resolved*, That the extent to which the former balances shall be affected by St. Louis freight or live stock tendered and declined, to September 1, 1886, shall be decided by the Commissioner and Joint Agent before drafts are drawn.

The vote on the amendment was C. & A., I. & St. L., Vandalia and O. & M., aye : Wabash not voting.

Weighting through  
live stock.

**313** - The Chairman stated that arrangements had been made with the National Stock Yards, to have all live stock coming from the west on through bills, weighed at the expense of the roads interested, and asked how this expense should be divided. It was decided that as an experiment, the weighing should be done for a period of two months, beginning September 1, 1886, and at the expiration of that time, an agreement for the division of expenses could be made.

Commissioner  
Division

**314** The Commissioner desired that the matter of outlying points, to be included in the St. Louis division, should be settled.

After a full discussion of the subject, the following resolution was offered by Mr. Peck, and seconded by Mr. Duncan:

*Resolved*, That the amount of through tonnages passing through St. Louis, Vandalia, Wabash, Alton and Alton Junction, as the said roads are to be included in the St. Louis division, be reported and agreed upon by the joint committee to constitute the total for division.

*Resolved*, That the amount of tonnage so determined a due percentage be allowed to the St. Louis division, and the Wabash, Alton and Alton Junction divisions, to be determined by arbitration, if agreement cannot be reached, to be made on September 1, 1886, and St. Louis Stock Yards to be allowed one and one half per cent, and in this amount the St. Louis division should be treated as a unit having a single interest.

*Resolved*, That the amount of tonnage so determined to be allowed to said joint committee, be included in the St. Louis division, in which the I. & St. L. and

O. & M. companies are respectively entitled therefrom, shall be arbitrated, if no agreement is reached by the parties on or before September 1, 1886.

*Resolved*, That the percentages on which the St. Louis tonnage, as aforesaid, shall be divided between the carriers therefrom, shall be decided by arbitration if not agreed to by the parties on or before September 1, 1886.

*Resolved*, That in view of pending and undecided appeals from the recent arbitration at St. Louis, and the fact that the questions involved herein are the same, as well as to avoid conflicts of judgment, by two arbitrators proceeding at the same time upon branches of the same subjects, it is agreed that any or all of the said questions not decided between the parties by the dates aforesaid, shall be referred to a board of three arbitrators to consist of \_\_\_\_\_, and their final judgment shall be final and binding upon all the parties hereto. The St. Louis percentages shall take effect as of February 1, 1886, and all others as of September 1, 1886.

*Resolved*, That after said dates all preliminary meetings are waived, and that no delay, beyond the period allowed in the contract for making awards, shall in anywise affect or invalidate the conclusions of the arbitrators.

*Resolved*, That said arbitrators shall also decide the live stock percentages from all the points stated.

*Resolved*, That the Chicago & Alton Railroad Company having elected, and the other parties having agreed, that it shall not share in any payments or receipts as between St. Louis and the Beardstown subdivision, the remaining four parties hereto hereby agree to share the portion due to aforesaid Chicago & Alton Railroad Company in the percentages computed upon their remaining interests.

*Resolved*, That all the said traffic shall be governed by the St. Louis Agreement, and be reported to the Joint Agent at that point.

The vote thereon was: C. & A., I. & St. L., Vandalia and O. & M., aye, the Wabash not voting.

315—The selection of arbitrators was then proceeded with, and the following gentlemen, H. C. Wicker, Geo. Cale and Geo. L. Carman, were agreed to by the I. & St. L., Vandalia and O. & M.

Mr. Courtright desired time to consult his General Manager, and Mr. Smith declined to vote for reasons stated previously.

Selection of  
St. Louis  
Arbitrators.

ST. LOUIS COMMITTEE, AUGUST 31, 1886.

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The Joint Agent was directed to procure the votes of the C. & A. and Wabash companies, and, if in the affirmative, to notify the gentlemen of their appointment as arbitrators.

NOTE.—Mr. James Smith of the W., St. L. & P. R'y subsequently agreed to the above resolutions with the following exceptions:

1. The final award of M. L. Doherty, Arbitrator in the matter of disability during the strike in April, 1886, shall be incorporated in the settlement of balances as provided in the first resolution. 2. In the matter of intermediate pools if the Chicago & Alton R. R. stays out, he will stay out, if they will come in and participate with the other lines, he will do the same.

He also agreed to the Arbitrators named above or would substitute Mr. Gault in place of Mr. Cale.

On motion, meeting adjourned.

H. S. DEPEW,  
CHAIRMAN.

Approved :

G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
**CHICAGO COMMITTEE,**  
 COMMITTEE ROOMS, CHICAGO.

THURSDAY, SEPTEMBER 2, 1886.

The Committee met at 11:30 A.M.

Present :

H. B. Ledyard, President,	M. C. R. R.
Orland Smith, Third Vice-President,	{ B. & O. R. R.
C. S. Wight, Asst. General Freight Agent,	{ P. Ft. W. & C. R'y.
D. S. Gray, Western Manager,	{ C. St. L. & P. R. R.
Wm. Stewart, General Freight Agent,	{ L. S. & M. S. R'y.
John Newell, President,	C. & G. T. R'y.
J. T. R. McKay, General Freight Agent,	W. St. L. & P. R'y.
Geo. B. Reeve, Traffic Manager,	C. I. St. L. & C. R'y.
James Smith, General Traffic Manager,	Chicago.
W. C. Hobbs, Asst. General Freight Agent,	
Thos. C. Moore, Joint Agent,	
C. H. McKnight, Secretary.	G. R. Blanchard, Commissioner.

The first object of the meeting was stated to be the manner in which the Wabash business passing via Hannibal and Quincy should be included in the Chicago division, and the percentage to be allowed that company therefor, in accordance with Minute 207.

Mr. James Smith said the statistics of that traffic by his road were prepared, but were at St. Louis where they could not be obtained for use at this meeting.

After discussion it was

**316**—*Resolved*, That a meeting of the Chicago committee will take place at its committee rooms, September 9, 1886, at 10:30 A.M., for the purpose of including in the Chicago division the traffic of the Wabash Railway via Hannibal and Quincy at which time the

Wabash traffic  
via Hannibal  
Quincy to be  
included in  
Chicago divis

CHICAGO COMMITTEE, SEPTEMBER 2, 1886.

Wabash Company will present the statistics of the traffic to be included by that company, as defined by the resolution, Minute No. 207.

Mr. Smith said Mr. Talmage or himself would present the statistics at that meeting, with the understanding that the statistics of the Chicago roads for the same period, viz.: 1883, 1884 and 1885 would be then ready for comparison. He said there would be no difficulty about an agreement, as his company would agree to the division, or would arbitrate it.

The Commissioner introduced Mr. J. H. Pake, Joint Agent at Buffalo, who explained the difficulties experienced in carrying out the orders for weighing live stock at Buffalo. Some of the live stock commission merchants there declined to have their stock weighed, claiming that stock was not weighed at other points. Mr. Pake reported that he had personally visited Pittsburgh and Bellaire, and the system of weighing live stock at those points was thorough and effective.

The following resolution was agreed to unanimously, subject to approval by the Executive Committee:

e stock to be  
ghed and  
rged for at  
al weights.

**317**—*Resolved*. That beginning immediately, the railways terminating eastwardly at the Trunk Line western termini, hereby notify forwarders and their connections that through and local live stock of all kinds will hereafter be received by them only upon condition that transportation of the same is subject to be charged for at actual weights.

All way-bills therefor must bear notations, as follows:

When the same has been weighed, note:

“Weighed at ..... weights billed are **actual**.”

When the same has not been weighed, note:

“Not weighed, weights subject to correction to **actual weight**.”

The same notations must be put upon all live stock contracts, or receipts that are above directed to be put upon the way-bills for the same stock.

The Railway and Stock Yard Agents at all the said eastwardly termini will not make out, or deliver, or accept payment of live stock expense bills, unless, or until the actual weights are known.

The Central Trade Association hereby authorizes and directs the Commissioner to supervise the weighing of all eastward-bound local and through live stock at all the junctions with the Trunk

Lines under uniform systems and conditions, and in such manner as to delay shipments and incommodate patrons as little as possible, the expenses thereof at each point to be borne by the roads thereto, and their direct connections benefited thereby.

It is further deemed desirable, and is recommended that all incoming stock at contract points be weighed and charged at actual weights, and the Commissioner is directed to take such steps to that end as may be in the power of this Association, and report the same to its next meeting.

It was also

**318**—*Resolved*, That the Buffalo General Agents of the parties to the Chicago contract terminating at Buffalo, attend a meeting to be called by Joint Agent Pake, for the purpose of adopting a uniform method for obtaining weights of live stock, and of crediting back the amounts received from excess weights.

Crediting excess collections.

*Resolved*, That any and all excesses in weight so collected, shall be credited back monthly by the collecting companies, to the connecting companies entitled to participate therein.

#### AFTERNOON SESSION.

**319**—*Resolved*, That the lines from Chicago will prorate with their St. Louis and Peoria connections the excesses and deficits of payments by them under the traffic agreements at those cities, to the extent that they participate in the said traffics.

Chicago lines to pro-rate balance with their St. L. and Peoria connections.

**320**—Mr. Gray said he had no objection to including in the Chicago division, traffic delivered by the I., I. & I. road to the C., St. L. & P. road, at North Judson, and it was agreed that this traffic should be included.

North Judson to included in Chicago division

The Commissioner read a letter from Mr. Benedict, President of the Chicago & Atlantic Company, dated August 12, 1886, stating that his company was not carrying its proportion of the Chicago traffic, and that he considered all verbal understandings as to maintenance of rates at an end.

The Commissioner also stated that the Chicago & Atlantic shipments for the week ending August 28, 1886, as shown by Board of Trade reports, by its own line, from Chicago, were 19.4 per cent., and by the Wabash road 6.4 per cent, making a total of 25.8 per cent of the Chicago east-bound traffic by

CHICAGO COMMITTEE, SEPTEMBER 2, 1886.

both lines, not including traffic passing through Chicago. On motion, it was

Commissioner to  
confer with  
President King  
concerning  
Chicago & Atlantic  
matters.

**321**—*Resolved*, That the Commissioner is directed to confer with President King, of the N. Y., L. E. & W. R'y, touching Mr. Benedict's letter of August 12, 1886, and the statistics of the disproportionately large traffic now moving via that line eastwardly, and request that the Trunk Line agreement be applied thereto, with a view to maintaining rates out of Chicago, which cannot but be affected injuriously by the excessive volume of traffic now going via that line.

The Commissioner presented the correspondence between J. C. Stubbs, General Traffic Manager Central Pacific Railroad, and himself, upon the subject of the division of the California through rates, and it was

Division of  
California rates.

*Resolved*, That the Commissioner continue his correspondence with the Central Pacific Company and the trunk lines, looking to obtaining and reporting due and proper and authorized divisions on California domestic and foreign through traffic eastwardly, and report the result for further consideration.

Rule for com-  
puting divisible  
revenue on  
California traffic.

**322**—*Resolved*, That all east-bound California traffic, both domestic and foreign, shall, from September 1, 1886, be reported under the Chicago contract at the rate it actually yields east of Chicago.

Grand Trunk  
contract with  
Odd Fellows.

The subject of the Grand Trunk contract with the Odd Fellows being under consideration, Mr. Reeve stated that the Agreement did not permit his company to enforce the requirement that tickets should be sold only to parties of not less than five persons going and returning together.

The Commissioner was directed to request the trunk lines to enforce this condition.

The Commissioner read the following from the record of the Niagara Falls meeting of the Passenger Department :

“*Resolved*, That this Association proceed to form immediately pools of east-bound business from the cities of Cincinnati, St. Louis, Chicago, Peoria, Bloomington and points beyond, to New York and Boston, and that they be the first pools to be considered and completed.

“All lines voted for this except the Chicago & Grand Trunk and Baltimore & Ohio, Mr. Davis objecting to it from the fact that he considered it changed the Managers' Agreement, and the General Passenger Agents had no right to make such a change.

CHICAGO COMMITTEE, SEPTEMBER 2, 1886.

"Mr. Lord stated that when his vote would make it unanimous it could be recorded in the affirmative.

**323**—Mr. Reeve stated that his company would now agree to arbitrate passenger divisions on Tuesday, September 7, 1886, on the basis agreed to by the other members of the Passenger Committee.

To arbitrate  
passenger  
divisions.

The Committee then adjourned.

G. R. BLANCHARD,

C. H. McKNIGHT,

COMMISSIONER.

SECRETARY.

**CIRCULAR No. 28.**

CHICAGO, Sept. 8, 1886.

**APPOINTMENT OF JOINT AGENT AT PITTSBURGH.**

**324**—Richard J. Rees is hereby appointed Joint Agent of the Central Traffic Association, at Pittsburgh. He will, until otherwise ordered, also supervise Bellaire and Parkersburgh.

Appointment of  
Joint agent at  
Pittsburgh.

His duties will be as follows:

The examination and checking of way-bills and car records of roads in this Association terminating at those points; the weighing of live stock and dressed meats not weighed before arrival, and the charging and collecting by the carrying company of excess weights so ascertained, at the authorized tariff per 100 pounds from points of shipment.

Agents at the terminal points named are respectfully requested to give him such assistance as he may need in carrying out his instructions, and the Joint Agents will correspond direct with him touching his duties.

Letters and telegrams should be addressed to him at Pittsburgh.

G. R. BLANCHARD,

COMMISSIONER.

C. H. McKNIGHT,

SECRETARY.

## CIRCULAR.

## CIRCULAR No. 29.

CHICAGO, SEPT. 10, 1886.

## LIVE STOCK TO BE CHARGED FOR AT ACTUAL WEIGHTS.

live stock to be charged for at actual weights.

**325**—At a meeting of the Chicago Committee the following resolution was agreed to unanimously, subject to the approval of the Executive Committee :

*Resolved*, That beginning immediately, the railways terminating eastwardly at the Trunk Line western termini hereby notify forwarders and their connections, that through and local live stock of all kinds will hereafter be received by them only upon condition that transportation of the same is subject to be charged for at actual weights, but not less than established minimums.

All way-bills, therefor, must bear notations as follows :

When the same has been weighed, note :

“Weighed, at ..... , weights billed **are actual**.”

When the same has not been weighed, note :

“Not weighed, weights subject to correction to actual weight.”

The same notations must be put upon all live stock contracts or receipts that are above directed to be put upon the way-bills for the same stock.

The Railway and Stock Yard Agents at all the said eastwardly termini will not make out, or deliver, or accept payment of live stock expense bills, unless or until the actual weights are known.

The Central Traffic Association hereby authorizes and directs the Commissioner to supervise the weighing of all eastward-bound local and through live stock at all the junctions with the Trunk Lines, under uniform systems and conditions and in such manner as to delay shipments and incommodate patrons as little as possible, the expenses thereof at each point to be borne by the roads thereto and their direct connections benefited thereby.

It is further deemed desirable, and is recommended, that all incoming stock at contract points be weighed and charged at actual weights, but not less than established minimums, and the Commissioner is directed to take such steps to that end as may be in the power of this Association, and report the same to its next meeting.

The Executive Committee having by vote approved the resolution, it will take effect from date on all lines in the Association.

C. H. MCKNIGHT,

SECRETARY.

G. R. BLANCHARD,

COMMISSIONER.

## CIRCULAR NO. 30.

CHICAGO, October 5, 1886.

## NON-OBSERVANCE OF MINIMUM WEIGHTS.

**326**—The attention of this office has been called to the non-observance of minimum weights required by the east-bound official classification. The cases submitted are mainly those of bills of lading issued by intermediate connecting lines, but the attention of all parties is called to the official requirements in this respect. The Association lines are respectfully requested to enforce the official weights from junction points, and furnish their connections with the requisite copies of the same and instructions for their observance. Connecting lines, not in the Association, are requested to conform thereto.

Non-observance of  
minimum weights.

G. R. BLANCHARD,

C. H. McKNIGHT,

COMMISSIONER.

SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**PEORIA COMMITTEE,**  
 COMMITTEE ROOMS, CHICAGO,  
**FRIDAY, SEPTEMBER 17, 1886.**

Present :

G. J. Grammer, Traffic Manager,	- - - - -	E. & T. H. R. R.
A. E. Shrader, Traffic Manager,	- - - - -	Ill. Mid. R'y.
W. M. Sage, Genl. Freight Agt.,	- - - - -	C. R. I. & P. R'y.
H. C. Diehl, Genl. Freight Agt.,	- - - - -	I. B. & W. R'y.
H. D. Gould, Genl. Freight Agt.,	- - - - -	T. P. & W. R'y.
M. Knight, Genl. Freight Agt.,	- - - - -	W. St. L. & P. R'y.
E. E. Fleming, Commercial Agt.,	- - - - -	W. St. L. & P. R'y.
W. A. Brubaker, Joint Agt.,	- - - - -	Peoria, Ill. and
L. D. Richardson,	- - - - -	} Arbitrators.
G. R. Blanchard,	- - - - -	

The following was submitted and adopted :

Arbitration of  
Peoria percentages.

**327**—*Resolved*, That Arbitrators Richardson and Blanchard are requested to proceed with the arbitration of the Peoria percentages in the agreement governing through traffic to the Trunk Lines, and in the subsidiary or short traffic contract, and that they be not required to choose a third arbitrator unless they disagree.

*Resolved*, That all prior resolutions inconsistent herewith are hereby revoked.

The subject of including the tonnage of the Illinois Midland Railway was discussed.

Mr. Blanchard stated that Mr. Shrader had expressed a wish to come into the Peoria pool, and that Receiver Conklin had not only telegraphed his willingness to do so, but had signed the Agreement.

Mr. Shrader said that his company desired to act in harmony with the others.

The following resolution was adopted :

Illinois Midland  
tonnage to be  
included in the  
Peoria division.

**328**—*Resolved*, That the arbitrators proceed, including the Illinois Midland Railway tonnage with the totals of the through and local tonnages to be divided and apportioned, subject, however, to notice by

PEORIA COMMITTEE, SEPTEMBER 17, 1886.

any of the parties if the relations of the Illinois Midland to the Peoria & Pekin Union Railway are found to exclude it from Peoria as a terminal road at that point.

Local statistics were presented by Mr. Brubaker, which did not include those of the Illinois Midland Railway. Mr. Shrader agreed to furnish the required statistics of his short-point business.

Mr. Blanchard asked if any new arguments were to be added to those already received.

After further arguments upon percentages were presented, on motion, the meeting adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
**LOUISVILLE COMMITTEE,**  
 COMMITTEE ROOMS, CHICAGO.

**TUESDAY, OCTOBER 5, 1886.**

The meeting convened at 3 P.M.

Present:

E. P. Ripley, Arbitrator.	
R. W. Geiger, General Freight Agent,	- - - J. M. & I. R. R.
J. M. Culp, General Freight Agent, - - -	L. & N. R. R.
W. H. McDowell, General Freight Agent, - - -	L. N. A. & C. R'y.
J. R. Clark, General Agent, - - -	O. & M. R'y.
R. H. Campbell, Joint Agent.	
C. H. McKnight, Secretary.	G. R. Blanchard, Commissioner.

Louisville  
arbitration.

**329**—The Commissioner stated that the meeting was called to open the arbitration at Louisville, under the appeal of the Louisville & Nashville R. R.

Mr. Culp supplemented his written argument by an oral statement.

The other Companies submitted short oral arguments in answer to the appeal of the L. & N. R. R., and claiming for their companies higher percentages.

Adjourned.

C. H. MCKNIGHT, SECRETARY.	G. R. BLANCHARD, COMMISSIONER.
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PROCEEDINGS OF A MEETING OF THE  
**PEORIA COMMITTEE,**  
COMMITTEE ROOMS, CHICAGO,  
**WEDNESDAY, OCTOBER 18, 1886.**

The meeting convened at 11 o'clock A.M.

Present:

G. J. Grammer, Traffic Manager, - - - P. D. & E. Ry.  
E. O. Hopkins, General Freight Agent, - P. D. & E. R'y.  
J. M. Johnson, Ass't General Freight Agent, C. R. I. & P. R'y.  
H. C. Diehl, General Freight Agent, - I. B. & W. R'y.  
H. D. Gould, General Freight Agent, - T. P. & W. R. R.  
James Smith, General Traffic Manager, - W. St. L. & P. R'y.  
A. E. Shrader, Traffic Manager, - - - Illinois Midland R'y.  
W. S. Weed, General Freight Agent, - L. E. & W. R'y.  
W. A. Brubaker, Joint Agent,  
G. R. Blanchard, Commissioner.

**330**—The Commissioner stated that Mr. Henderson, of the I. B. & W. Peoria arbitration. Company, had appealed from the award of Mr. Richardson and himself and asked for a reopening, which request was subsequently withdrawn upon the statement of the arbitrators that there was nothing in his appeal to justify a reopening, the award accepted and a new arbitration demanded, to date from October 1. He also stated that the arbitrators had declined to reopen the arbitration on the appeal of the Wabash Company, as there was no lack of consideration of the former arguments and no new evidence submitted in their appeal. The meeting was therefore called to agree upon new arbitrators in the new arbitration to take effect as of the first of October, and to decide in what manner settlements shall be made until the new award, reserving all questions of the condition of the Peoria rates until the meeting of the Association on the 20th.

Mr. Grammer expressed the willingness of his company to abide by the arbitration. He would not object, and while he believed that his company was entitled to a larger percentage, yet he was willing to submit to the award, for he thought that arbitrators should fix the percentages in a pool for some given time, not simply settle on back business. If the award stood

PEORIA COMMITTEE, OCTOBER 13, 1886.

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and the percentages were used for a given time he was willing to pay the excess of his company, but would not settle up the back business to October 1, and then have a new arbitration dating therefrom.

The Commissioner ruled that under the contract the I. B. & W. Company could ask for a new arbitration to date from October 1.

Mr. Smith said that if there was a new arbitration, the percentages should take effect on the 1st of February, 1886, and in furtherance of his views offered the following :

*"Resolved*, That in view of the appeals from the recent arbitration of Peoria percentages, all the parties hereto hereby agree to re-arbitrate the same, the award to take effect as of February 1, 1886, and continue in force until December 31, 1886, for which period the award shall be final, settlements shall be made between the parties to conform thereto, and the drafts drawn by the Commissioner in accordance therewith, shall be honored."

The resolution was lost. Ayes : Messrs. Grammer, Gould, Smith and Shrader. Nays: Messrs. Diehl and Johnson.

Mr. Diehl offered the following, which was also lost :

*"Resolved*, That in view of the appeals from the recent arbitration of Peoria percentages, all the parties hereto hereby agree to re-arbitrate the same, the award to take effect as of October 1, 1886, settlements to be made up to that date under the recent award."

Messrs. Diehl, Smith, Shrader and Johnson voting aye, and Messrs. Grammer and Gould nay.

It was then agreed, conditional upon the approval of the I. B. & W. Company, that the present award be continued in effect until December 31, 1886, settlements to be made thereunder.

Pending the receipt of a telegram from Mr. Henderson, of the I. B. & W. Company, announcing his vote on the above, the committee adjourned until Tuesday, the 19th inst.

G. R. BLANCHARD,  
COMMISSIONER.

A message was subsequently received from Mr. Henderson declining to agree that the award should continue in effect until December 31, 1886.

PROCEEDINGS OF A MEETING OF THE  
 INDIANAPOLIS COMMITTEE,  
 COMMITTEE ROOM, CHICAGO,  
 WEDNESDAY, OCT. 13, 1886.

The meeting convened at 2 P.M.

Present:

Edgar Hill, Gen. Freight Agent,	- - -	C., C. C. & I. R'y.
J. Q. Van Winkle Div. Freight Agent,	- - -	C., C. C. & I. R'y.
A. H. McLeod, Gen. Freight Agent,	- - -	C., H. & D. R. R.
H. J. Page, Gen. Freight Agent,	- - -	C., I., St. L. & C. R'y.
W. C. Hobbs, Asst. Gen. Freight Agt.	- - -	C., I., St. L. & C. R'y.
D. S. Gray, Western Manager,	- - -	S. U. L., Penna. Co.
H. C. Diehl, Gen. Freight Agent,	- - -	I., B. & W. R'y.
James Smith, Gen. Traffic Manager,	- - -	W., St. L. & P. R'y.
E. H. Scott, Agent for Trustees,	- - -	I., P. & C. R'y.
M. L. Doherty, Joint Agent,		G. R. Blanchard, Commissioner.

The Commissioner read letters from Mr. McDoel, appealing from the award at Indianapolis, and explaining his inability to be present at the meeting ; also, letters from both the I., B. & W. and L., N. A. & C. companies, giving notice of their intended withdrawal from their respective contracts on the 1st of January, 1887.

The appeal of the New Albany Company, taken in connection with its intended withdrawal from the Indianapolis contract being discussed, the consideration of it was adjourned over until Tuesday, the 19th instant, when Mr. McDoel could be present.

The following resolution, offered by Mr. Gray and seconded by Mr. Diehl, was adopted :

**381**—“Resolved, That the Commissioner be requested to obtain the statistics of the ‘beyond,’ or competitive tonnage that has been excluded from the existing Indianapolis East-Bound Dead Freight Statistics of  
“beyond” Indianapolis tonnage to  
be compiled.

INDIANAPOLIS COMMITTEE, OCTOBER 13, 1886.

Pool, for the information of the Managers of the east-bound Indianapolis railroads in their consideration of the question of reorganization of the present Indianapolis pool."

The Commissioner explained the condition of the weighing of live stock at the Trunk Line termini, and stated that at Chicago, since September 27, up to the 8th of October, every carload of inbound live stock has been weighed. The difficulty lies at Cincinnati and Indianapolis; neither one of these cities will weigh until the other does, and the whole scheme threatens to fall through unless decisive action is taken. He stated that the difficulty arose from the use of the same minimum weights on cars varying in length from 28 to 34 feet, and suggested that a new scale of minimum weights be formulated, taking this inequality into consideration, and recommended to the general meeting of the 20th.

*New scale of minimum live stock weights recommended.*

**332**—In pursuance thereof, the following scale of minimum weights to be recommended to the Central Traffic Association, was agreed to :

SHEEP.		Single Deck.	Double Deck.
28 foot car	.....	14,000 lbs.	18,000 lbs.
30 "	"	15,000 "	19,300 "
33 "	"	16,500 "	21,200 "
34 "	"	17,000 "	21,800 "
HOGS.			
28 "	"	16,000 "	22,000 "
30 "	"	17,100 "	23,600 "
33 "	"	18,800 "	26,000 "
34 "	"	19,400 "	26,700 "
CATTLE, HORSES AND MULES.			
28 foot cars	.....	20,000 "	
30 "	"	21,400 "	
33 "	"	23,600 "	
34 "	"	24,300 "	

Adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

## CALL FOR A GENERAL MEETING.

CHICAGO, September 4, 1886.

*To the Managers of the Central Traffic Association:*

**333**—*Gentlemen*,—In accordance with the resolution passed at the meeting of the Central Traffic Association, at New York, August 19, 1886, I respectfully call a meeting of the Association, to be held at the Committee Rooms, Chicago, on Wednesday, September 29, 1886.

Call for general  
meeting at  
Chicago.

The following subjects will be considered :

*First.* The unfinished business of the New York meeting.

*Second.* The report of the Committee on Freight Percentages.

*Third.* To receive the report of the Committee on New Contract Points.

*Fourth.* A redivision of the expenses called for by various companies.

*Fifth.* The progress of the passenger pools.

*Sixth.* The situation as to freight and Passenger rates.

*Seventh.* The enforcement of actual weights on live stock.

*Eighth.* To receive the report of the committee appointed to report upon a division of the duties between Commissioner Fink's office and this office.

*Ninth.* To receive the report of the Committee on the subject of a revision of the contract for the organization of the Association.

*Tenth.* To approve the proceedings of the Executive Committee.

*Eleventh.* Any question pertinent to the business and purposes of the Association which may be presented by its members.

The subjects mentioned are all of importance, and a full meeting is earnestly desired.

G. R. BLANCHARD,  
COMMISSIONER.

## CALL FOR GENERAL MEETING.

CHICAGO, September 27, 1886.

## CHANGE IN DATE OF GENERAL MEETING.

*To the Managers of the Central Traffic Association :*Change in date of general meeting at Chicago.

*Gentlemen,—*Messrs. Newell, Ledyard, Caldwell and Burke wire me that owing to important meeting of their interests, before appointed in New York for the 30th inst., none of them can attend the meeting called for the 29th inst., and ask for an adjournment to Tuesday, October 12, 1886, at same place and hour. The presence of these gentlemen being essential in the consideration of the important subjects of the call, the meeting is hereby postponed to that date.

G. R. BLANCHARD,

COMMISSIONER.

CHICAGO, October 5, 1886.

## CHANGE IN DATE OF GENERAL MEETING.

*To the Managers of the Central Traffic Association :*Change in date of general meeting at Chicago.

*Gentlemen,—*The adjournment to the 12th inst., having been found to conflict with the engagements of Managers of important lines, the date of the meeting of the Association has been again changed to Wednesday, October 20, at Chicago, at 10 A.M.

The subjects named in the call, dated September 14, will stand for consideration.

The meeting will be of the utmost importance to the Association, and the freight and passenger questions to be presented will require time and care for determination. I, therefore, respectfully and urgently request a full attendance, and that the members come prepared to give not less than three days' time to the interests involved.

G. R. BLANCHARD,

COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
**CHICAGO COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO, ILL.,

TUESDAY, OCTOBER 19, 1886.

Present :

L. J. Sargeant, Vice-President,	- - -	} C. & G. T. R'y.
W. J. Spicer, General Manager,	- - -	
H. B. Ledyard, President,	- - -	} M. C. R. R.
A. Mackay, General Freight Agent,	- - -	
J. T. R. McKay, General Freight Agent,	- - -	} L. S. & M. S. R'y.
R. H. Hill, C. C.	- - -	
D. S. Gray, Western Manager,	- - -	} Penna. Co.
Wm. Stewart, General Freight Agent,	- - -	
Orland Smith, Third Vice-President,	- - -	} B. & O. R. R.
F. Harriott, General Freight Agent,	- - -	
C. S. Wight, Assistant General Freight Agent,	- - -	
D. W. Caldwell, Receiver,	- - -	} N. Y. C. & St. L. R'y.
G. B. Spriggs, General Freight Agent	- - -	
H. J. Page, General Freight Agent,	- - -	C. I. St. L. & C. R'y.

There were also present :

James Smith, General Traffic Manager,	-	W. St. L. & P. R'y.
Wm. Duncan, General Freight Agent,	-	O. & M. R'y.
T. C. Moore, Joint Agent		
G. R. Blanchard,		
Commissioner.		

MORNING SESSION.

The subject of compensation of the gentlemen who served as arbitrators of the Chicago percentages was introduced, and upon motion, it was

**334**—*Resolved*, That the Commissioner is hereby directed to remit to each of the Chicago arbitrators his check for five hundred dollars.

Compensation of  
Chicago  
Arbitrators.

**335**—The Commissioner read correspondence relating to the request of the Wisconsin Central Railway, that percentages from Waukesha via the Wisconsin Central be made on the same basis as from Milwaukee. This correspondence embraced letters from T. H. Malone, General Freight Agent,

Waukesha  
percentages via  
Wisconsin  
Central R. R.

CHICAGO COMMITTEE, OCTOBER 19, 1886.

and Mr. G. B. Reeve, and the Commissioner's reply of October 6, to the latter, stating he had no authority to grant the request, and that he had referred the question for decision to the Joint Committee, which was the only body authorized to make the arrangement. On motion of Mr. Ledyard, it was

*Resolved*, That the Commissioner's letter of October 6, to Traffic Manager Reeve, be approved by the Chicago Committee, and that this approval be communicated to the Trunk Lines and the Wisconsin Central Company.

The subject of increasing the efficiency of the weighing association, was next considered. The Commissioner read a letter on the subject from Joint Agent Moore, dated October 19, 1886, whereupon it was

**Chicago Inspection and weighing force increased.**  
**336**—*Resolved*. That the authority requested by Joint Agent Moore, in his letter to Commissioner Blanchard of the 19th of October, be given him to employ five additional men at salaries of fifty dollars per month each, for the purpose of inspecting and weighing at Chicago depots.

It was suggested that the men be changed about from depot to depot as frequently as once a month.

Consideration was then given to the subject of minimum weights on live stock. The Commissioner suggested that there should be different minimums fixed, corresponding to the different lengths of cars. After discussion it was

**Live stock minimum weights.**  
**337**—*Resolved*. That the subject be referred to the General Freight Agents of the Chicago roads with the request that they report upon the same.

The Commissioner named as such committee, Messrs. Stewart, Reeve, A. Mackay, J. T. R. McKay, Spriggs, Wight and Page. Mr. Stewart was requested to act as chairman.

Relating to the issuance of bills of lading for property from western points, by roads eastward from Chicago, before such property had been received by such eastward roads, the following was unanimously adopted :

WHEREAS, Commissioner Wicker, in behalf of the **Flour Association**, has made request of the lines members of the Chicago Committee to issue bills of lading on shipments of flour from western

roads before arrival of the property in Chicago, on surrender of the western roads bills of lading, and

WHEREAS, Compliance with such request may unnecessarily complicate the eastern lines in questions of delay, responsibility and legality, it is therefore

**338**—*Resolved*, That no bills of lading shall be issued on any class or kind of property on surrender of the bills of lading of connecting lines until the property is actually in the possession of the eastern road by which it is to be forwarded.

No bills of lading  
to be issued until  
actual transfer of  
property.

**339**—The Commissioner stated that he had been in correspondence with the managers of the steam lake lines with a view to having them join the Association. He read to the committee a letter, dated September 13, 1886, from E. T. Evans and others, on the subject.

Coöperation of  
steam lake lines.

On motion of Mr. Ledyard, it was

*Resolved*, That the subject be referred back to Commissioner Blanchard, and that he be requested to continue the negotiations.

#### AFTERNOON SESSION.

The subject of the inclusion of the Hannibal and Quincy traffic of the Wabash Railway in the Chicago contract tonnage was considered at length. It was suggested that statistics for the years 1883, 1884 and 1885 should be used as the basis in fixing percentages.

Mr. Smith, on the part of the Wabash Company, proposed that the percentage to be allotted that company should be in the proportion which the said tonnage of that company for that period bore to that of the other companies during the same period.

Mr. Gray stated that he was unable to now assent to the proposition that the result should be arrived at in the manner proposed, and preferred to see how the actual figures resulted.

Mr. Smith withdrew his proposition.

On motion, it was

**340**—*Resolved*, That statistics of all parties, on the basis suggested by Mr. Smith, should be compiled by the Commissioner upon the

Statistics of  
Hannibal and  
Quincy traffic.

## CHICAGO COMMITTEE, OCTOBER 19, 1886.

tonnage for the years 1883, 1884 and 1885 and the results subn 'tted to this committee for determination and action.

The report of the committee appointed to consider the subject of minimum weights on live stock was presented, whereupon, on motion of Mr. Ledyard, it was

*Resolved*, That the report be adopted by the Chicago committee and recommended for adoption by the Association at its meeting of October 20.

That report was as follows :

Report of  
committee on  
live stock  
minimum weights.

**341**—It is the opinion of this Committee that at all billing points within the scope of the Central Traffic Association, all live stock destined to any point, be way-billed at the following weights :

Horses and mules .....	20,000 lbs.
Cattle .....	25,000 "
Hogs, single deck .....	18,000 "
Hogs, double deck .....	28,000 "
Sheep, single deck .....	16,000 "
Sheep, double deck .....	20,000 "

Except from Chicago and other points where actual weights are ascertained at the time of loading, which actual weights will be shown on the way-bills in preference to the foregoing, subject, however, to the following minimums:

The above billing weights will be subject to correction at all delivery points within the limits of the Central Traffic Association, subject to the following minimums, which will be charged in any case :

Horses and mules.....	20,000 lbs.
Cattle .....	20,000 "
Hogs, single deck .....	16,000 "
Hogs, double deck .....	22,000 "
Sheep, single deck .....	14,000 "
Sheep, double deck.....	18,000 "

The Committee recommend that this arrangement take effect on and after November 1, 1886.

(Signed)      W.M. STEWART, Chairman.  
 G. B. REEVE, by D. Brown, A.G.F.A.  
 A. MACKAY,  
 J. T. R. MCKAY,  
 G. B. SPRIGGS,  
 C. S. WIGHT,  
 H. J. PAGE,  
 Committee.

CHICAGO COMMITTEE, OCTOBER 19, 1886.

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The Commissioner stated that he had advised the Peoria and St. Louis committees that, when settlements were made under pending arbitrations, the lines east of Chicago would participate in receipts or payments, in accordance with the action taken by the Chicago Committee at its meeting of the 2d of September.

On motion, the meeting adjourned.

G. R. BLANCHARD,  
COMMISSIONER.



PROCEEDINGS OF A MEETING OF THE  
 CENTRAL TRAFFIC ASSOCIATION,  
 COMMITTEE ROOMS, CHICAGO, ILL.

**WEDNESDAY AND THURSDAY, OCTOBER 20 AND 21, 1886.**

The meeting convened Wednesday, at 11 A.M., the following companies being represented :

Baltimore & Ohio R. R., - - - - -	{	Orland Smith, Frank Harriott, C. S. Wight.
Chicago & Alton R. R., - - - - -	{	H. H. Courtright, S. Burke, G. M. Beach,
Cleve., Col., Cin. & Ind. R'y, - - - - -	{	Edgar Hill, A. S. White, A. M. Stewart.
Chicago & Grand Trunk R'y, - - - - -	{	L. J. Sargeant, W. J. Spicer. Geo. B. Reeve.
Cin., Ind., St. L. & Chic. R'y, - - - - -	{	M. E. Ingalls, H. J. Page, W. C. Hobbs.
Chicago & West Michigan R'y, - - - - -	{	J. B. Mulliken, W. A. Carpenter.
Cin., Ham. & Dayton R. R., - - - - -	{	C. C. Waite, A. H. McLeod.
Cin., Wash. & Balt. R. R., - - - - -	{	Orland Smith, R. M. Fraser.
Chicago, St. Louis & Pitt. R. R., - - - - -	{	D. S. Gray, Wm. Stewart, D. T. McCabe, J. B. Hill.
Cleve. & Pitt. R. R., - - - - -	{	D. S. Gray, Wm. Stewart.
Det., Grand Haven & Mil. R'y, - - - - -	{	W. J. Spicer, Geo. B. Reeve.

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

Detroit, Lansing & Northern R. R.,	-	-	{ J. B. Mulliken, W. A. Carpenter.
Evansville & Terre Haute R. R.,	-	-	G. J. Grammer.
Grand Rapids & Indiana R. R.,	-	-	C. E. Gill.
Grand Trunk Railway,	-	-	{ L. J. Sargeant, T. Tandy.
Ind., Bloom. & West. R'y,	-	-	H. C. Diehl.
Indianapolis & St. Louis R'y,	-	-	{ S. Burke, G. M. Beach, Edgar Hill.
Indianapolis & Vincennes R. R.,	-	-	D. S. Gray.
Illinois Midland R'y,	-	-	G. R. Blanchard.
Jeff., Mad. & Ind'pls. R'y,	-	-	D. S. Gray.
Lake Erie & West. R'y,	-	-	W. S. Weed.
Louisville, New Albany & Chicago R'y,	-	-	{ Jno. B. Carson, W. H. McDoel.
Lake Shore & Michigan Southern R'y,	-	-	{ J. T. R. McKay, R. H. Hill.
Michigan Central R. R.,	-	-	{ H. B. Ledyard, A. Mackay.
New York, Chicago & St. Louis R'y,	-	-	{ D. W. Caldwell, Geo. B. Spriggs.
New York, Pennsylvania & Ohio R. R.,	-	-	G. G. Cochran.
Ohio & Mississippi R'y,	-	-	{ J. F. Barnard, Wm. Duncan.
Pittsburgh, Cincinnati & St. Louis R'y,	-	-	{ I. S. Gray, Wm. Stewart, D. T. McCabe.
Peoria, Decatur & Evansville R'y,	-	-	G. J. Grammer.
Pitt., Ft. Wayne & Chicago R'y,	-	-	{ D. S. Gray, Wm. Stewart, Wm. Borner.
St. L., Van. & Terre Haute R. R.,	-	-	{ W. R. McKeen, H. W. Hibbard.
Toledo, Peoria & Western R. R.,	-	-	H. D. Gould.
Wabash, St. Louis & Pacific R'y,	-	-	{ A. A. Talmage, James Smith.

There were also present :

Thos. C. Moore, Joint Agent,	-	-	Chicago.
M. L. Doherty, " "	-	-	Indianapolis.
C. W. Temple, " "	-	-	Cincinnati.
R. H. Campbell, " "	-	-	Louisville.
W. A. Brubaker, " "	-	-	Peoria.
J. H. Pake, " "	-	-	Buffalo.
R. J. Rees, " "	-	-	Pittsburgh.
E. W. Braisted, Acting Joint Agent,	-	-	St. Louis.

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

The following companies, members of the Association, were not represented: Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, and Louisville & Nashville. Companies not represented.

The Commissioner addressed the meeting as follows:

GENTLEMEN:

I have heretofore congratulated you on the progress of this Association, but there are now grave causes for anxiety if you do not better the situation by these deliberations. You should now know what your first full half year shows; what threatens your strength; what remedies are proposed, and what important questions pend. Commissioner's remarks.

I therefore ask your patience while I make a statement requiring your time and attention.

The Chicago Dead Freight Contract for nine months ending September 30, 1886, included 1,315,302 tons (including C., I., St. L. & C. traffic for month of September, but not including any traffic via the Chicago & Atlantic road), with \$3,240,364 of earnings, on which the gross revenue balances were but \$102,780, or but 3 per cent, and but 8 cents per ton upon the gross tonnage. Each 1 per cent of this traffic at the same ratio for twelve months is \$43,603. There were 666,000 tons of dressed meats and live stock carried, with \$2,236,316 of earnings, on which the gross revenue balances were but \$94,787, being  $4\frac{1}{2}$  per cent of the money, or about 14 cents per ton. Each annual 1 per cent of this traffic is \$29,817, at the same monthly average.

At St. Louis, in eight months ending September 30, 1886, the Dead Freight Pool had 175,526 tons with \$481,810 of revenue pooled. The gross balances were \$40,084, being 8 per cent of the amount pooled and about 23 cents per ton on the whole tonnage. Each annual 1 per cent of this traffic is \$7,227.

At Indianapolis, in the same eight months, there were 153,898 tons of dead freight, with gross revenues of \$275,064, on which the balances were but \$6,514, being 2 per cent of

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

gross revenue or 4 cents per ton. Each annual 1 per cent in the same ratio is \$4.126.

At Cincinnati there were 127,242 tons in the eight months, contributing gross revenues of \$201,526 for division, with but \$13,888 of gross balances, being but 6½ per cent of the gross pooled money, or about 10 cents per ton. Each annual 1 per cent in the same ratio is \$3.023.

At Louisville, for seven months, to September 30, 1886, there were 93,234 tons, with \$209,675 of revenue pooled, with gross money balances of \$10,691, being but 5 per cent of the gross revenue and about 11 cents per ton. Each annual 1 per cent in the same ratio is \$3.594.

At Peoria, for the eight months ending September 30, 1886, (including Ill. Mid. traffic from August 1 to September 30, 1886), there were 138,420 tons forwarded, contributing \$323,311, and the gross money balances were but \$6,526 or 2 per cent of the money and 5 cents on each ton. Each annual 1 per cent in the same ratio is \$3.652.

The approximated annual totals of all the Dead Freight Pools based on these figures, and including Peoria local division, aggregate 2,881,264 tons and \$6,711,097 of gross revenues, on which the final gross revenue balances paid and received between all the parties, would be but \$262,898, an average cost of 0.12 cents per ton, and but 3.92 per cent of the total revenue.

Five cents per hundred pounds drawback paid a forwarder is one dollar per ton instead of the nine cents shown by the balances paid at an associated railway, and it is 20 per cent of the Chicago revenue in the tenth class instead of but 3.92 per cent, which is the average of all the money balances paid and received. Can any stronger argument be cited why you should not exchange balances with each other rather than pay the public revenue ten times as much, in addition to the balances, and then fail to get the same amount of business at railway rates, or worse? It brings harmony and the

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

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other discord. One is as you have agreed, the other violates the Agreements.

During these same periods the following tonnage has been diverted:

At Chicago, 40,390 tons, or 3.07 per cent of the total tonnage.

At St. Louis, 2,172 tons, or 1.24 per cent of the total tonnage.

At Indianapolis, 700 tons, or 0.45 per cent of the total tonnage.

At Cincinnati there have been no diversions.

At Louisville 152 tons were diverted, or 0.16 per cent of the total tonnage.

At Peoria, 1,338 tons, or 0.97 per cent of total tonnage.

These diversions aggregate but 44,752 tons out of 2,003,622 tons of dead freight reported, or 2.23 per cent of the total. Even these small diversions have ceased with the present disturbed rates.

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The situation as of October 1, 1886 is as follows:

Appeal was made at Louisville by the Louisville & Nashville Company. It was decided by E. P. Ripley, as Arbitrator, but the New Albany Company replying thereto reserves its right to appeal from that award as of November 1, 1886. This will make three awards there in eight months if pressed.

An appeal has been made as of October 1, 1886, by the Louisville, New Albany & Chicago Company against the Indianapolis percentages. The meeting called to consider it took no action.

An appeal was entered by the Indiana, Bloomington & Western Road at Peoria as of October 1, 1886. Three proposals for adjusting that question have failed, and it is at a deadlock.\*

The St. Louis balances remain unadjusted from the date of the contract, owing to the outlying points question and the

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\* NOTE.—Since these remarks were delivered the matter has been adjusted.

tender by the Chicago & Alton Company of diverted live stock consigned thence to Chicago which some lines having been unable or declined to receive, that Company asks that such declined stock be not charged to them. The absence of Mr. Depew, as an Arbitrator, on more important duties in other service, has prevented the agreed arbitration on this point and delayed the adjustment.\*

All parties to our contracts had the option of withdrawing from them January 1, 1887, by notice dated before October 1, 1886.

The Louisville & Nashville Company withdrew conditionally from Louisville.

The Indiana, Bloomington & Western Company withdrew conditionally from Peoria and Indianapolis.

The Louisville, New Albany & Chicago Company withdrew unconditionally from Indianapolis and Louisville.

The Ohio & Mississippi Company withdrew from the general passenger agreement, and in a second letter confirms its first action.†

Discussions and arguments have proceeded between the officers of these companies and myself without definite results at this time.

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It does not exaggerate the values of your organization, coupled with that of the trunk lines, if they could be maintained in letter and spirit, to state the combined yearly gain of the associated and connecting roads in those joint territories, compared with the anarchy which would follow dissolution, at fifty million dollars, based on the tonnage of 1885.

The Trunk Line statements show ten to twelve millions of tons annually in their eastward pool, excluding the large tonnage directly influenced thereby, originating east of their western termini. If your intermediate traffic, including that to Buffalo and Pittsburgh, including that carried at local rates

\* NOTE.—Since these remarks were delivered the matter has been adjusted.

† NOTE.—After the delivery of these remarks, President Barnard of that company authorized the Commissioner to hold the notice in abeyance.

which are decided by through rates, equals the Trunk Line pool tonnage, the gross results are worthy your most careful consideration.

Upon the reduced volume of tonnage of 1886, as compared with 1885, the mere differences of rates computed at  $12\frac{1}{2}$  cents per hundred pounds on twelve millions tons will be thirty million dollars from west to east. This excludes the local traffic of both associations as stated, the west-bound tonnage through and local, the benefits to passenger traffic both ways from coöperative unity, the economies which might be enforced, what may be termed political benefits if the organizations could achieve their purposes, and the far vaster differences in the actual and quotable values of your securities.

On important lines and large carriers their shares of these sums clearly mark the differences between solvency and bankruptcy if long enough continued ; yet this large amount of money distributed over so vast a tonnage, covering so many localities and trade interests, does not burden commerce and is not more than the railway share of the increasing general prosperity of the country, if they will take it. The public opposition to so-called pools has been greatly lessened by even the partial reforms and benefits you have accomplished, and commercial coöperation could be ultimately had everywhere if cut rates ceased and the reasonable rates provided by your contract were maintained non-preferentially and continuously.

What has been and is now being widely done in violation of contracts and good faith, is known to you. It is also of general commercial knowledge. The nearer we have approached final adjustments in all our pools, the more rebates have apparently increased, until five to seven cents off is now a current rebate on the lower classes eastwardly—and very much more on the higher classes westwardly.

This meeting is called primarily to see if this can be arrested and good sense, good faith and good rates restored. It is useless to lay little bricks of detail unless upon broad foundations and large corner stones of good faith and confidence. I am not discouraged. I have derived courage from seeing the great

building opposite us grow strong and symmetrical brick by brick after each one has been handled many times. The contractor has the advantage, however, that no one goes around after him to throw the bricks into the street again. No mere written covenants can provide against violated signatures, protect the honest, or replace the faith on which you must all finally and wholly rely, except for the small money pool balances which are insignificant compared with what good faith would do. There must be broader observances, permanent and quicker arbitrations, the sinking of technicalities which provoke more losses than gains, more frequent forbearance, conferences before action, and more time given by the managers to these vast interests. Some tribunal should possess the power to make prompt and undisputed decisions upon every disagreed question. The extent to which one company now decides for itself and all its rivals, by withholding or acting, should clearly be modified, unless individual judgments and interests are to prevail over the general and aggregate good.

Continuous cut rates under organizations formed to stop them are justly awakening public attention and hostility to your agreements. It is not because the agreements themselves justify that antagonism, but because they are antagonized and belied in practice. The public cannot be expected to respect agreements you do not respect yourselves. This feeling has been represented to me on behalf of officers of the Chicago Board of Trade, to be briefly as follows :

“Our board has, say, two thousand members. The leading principle is equality of trade rights and conditions without debarring the right of private contract; but private contracts by common carriers cannot be legally preferential. Therefore, boards of trade should seek to secure impartially for all its members the equality of railway rates assured by law, and any special rates which favor a few privileged shippers upon their floors over the remaining vast majority of traders, being unjust, are deemed earnest and just subjects for their consideration as trade bodies.”

In the informal discussion of this question I asked if the board would appoint a committee to equalize the shipments

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

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via Chicago lines, of this association at equal rates, and have received encouragement. The same principle and practice might then be applied elsewhere. If such boards would go further, and debar their floors and privileges to agents of lines which issue preferential rates, requiring a monthly affirmation of the proper and responsible officer of each and all such railways in proof, it might aid the situation. This has been suggested, and such a course would be justified.

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The responsibility for reduced rates is individual and personal, and I would not say anything to relieve that fact, but where collective action is requisite, as it often is, against violations or outside lines, what that action shall be, where, and how to be taken, which organization is responsible therefor, and how the remedies should be applied, are not clearly determined. They should be. By the Trunk Lines' affiliated contract of November last, the former undertook this vital responsibility through the joint committee. By your first contract of organization you assumed the same duty, but in the agreement now pending you do it by coöperation as to through rates. This does not necessarily produce conflict, but uncertainty, divergence, and disturbance. Commissioner Fink and myself recommend that this organization recognize the authority of the Trunk Lines as a court of last resort, when our local efforts terminating at their boundaries prove futile against recalcitrant members or non-associated lines. This need in part arises from the existence of two associations instead of one, and an additional joint committee intended to blend the common and joint procedure interests of both as to the questions defined. If the western lines which signed the affiliated contract thereby intended to devolve the responsibility upon the Trunk Lines, our agreements or procedure should officially recognize that fact. If they did not, they should say what they did then or do now mean. I believe the western lines should rely on that principle of that agreement, and the performance and fruition of that contract. As it now stands the power has been cove-

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nanted by most of you to them, but they have never exercised it or returned the power to you.

Mr. Fink, in a recent letter, says :

"I think it would be a good thing if the Central Traffic Association would authorize you to request the trunk lines, in cases where you believe the rates are not maintained, to exercise their power of cutting off roads. This would place a heavy responsibility upon you, and in view of the fact that it is so difficult to get proper evidence, perhaps you might suggest a plan by which this responsibility could be assumed by a committee or board of arbitration. It is evident that there must be some authority to decide that question, and that authority should be located in the West, and be exercised under the supervision of the Central Traffic Association. With such an organization I think we would be able to soon find who is at fault, if the trunk line contract of November 6, 1885, is not carried out. I think some such action is necessary by which the Central Traffic Association and the Trunk Line Association can act effectively and in concert."

To carry out this view, Mr. Fink and myself suggest the following preamble resolution for consideration :

"WHEREAS, The aid of the trunk lines is essential to the maintenance of tariffs, and

"WHEREAS, The trunk lines in the contract of November 6, 1885, assume the responsibility of enforcing the maintenance of tariffs, not only by their own roads, but also by their connecting roads, which provision of their contract has not been enforced,

"Resolved, That the Central Traffic Association concurs in and approves the provision above referred to, and hereby requests the trunk lines to take such action as will give full effect thereto."

As a part of the same subject, and involving our joint relations and procedure, you will recall that June 29 last a committee was appointed to consider the relations of the Trunk Line Commission and this Association, growing out of their divergent agreements. Owing to the difficulty of getting the committees of the two organizations together, and after having been verbally authorized by most of your committee to proceed to a memorandum with Commissioner Fink, subject to approval, we suggest a paper reading as follows :

"Sections 30-36 of the Trunk Line organization and rules provide for the establishment of a joint committee for the

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purpose of establishing joint tariffs with all the roads with which the trunk lines have traffic arrangements, and Section 30 provides that said committee may make such additional organization as may be deemed desirable to carry out the object for which it is established.

“Article 6 of the organization of the Central Traffic Association provides that ‘through joint rates and fares between points in its territory and points in the territory of other similar organizations, shall be made by coöperation, and issued or authorized by this Association in its territory.’

“In order to carry out these provisions in the organization of both associations, the members of the Trunk Line Executive Committee and of the Central Traffic Association, and all companies having traffic arrangements with both organizations under their several contracts, who are not members of these organizations, shall constitute a committee, to be called the joint committee.

“It shall be the duty of the Joint Committee to establish all joint tariffs, both freight and passenger, on traffic passing through the western termini of the trunk lines; also to agree upon the classifications and other conditions governing said tariffs. Further, to agree upon the division of through rates and through fares, where such divisions affect the maintenance of uniform tariffs between competing lines, and to make such other rules and regulations as are necessary to secure uniformity and stability in the joint tariffs.

“The Commissioner of the Trunk Line Executive Committee shall act as chairman of the Joint Committee.

“The Commissioner of the Central Traffic Association shall act as the Western, and the Commissioner of the freight or passenger department of the Trunk Line Executive Committee shall act as the Eastern Vice Chairmen of the Joint Committee.

“There shall be appointed by the Western Vice Chairman, with the concurrence of the Chairman, the following sub-committees:

“Eastbound Classification Committee,

“Cotton rate committee,

“Tobacco rate committee,

“and any other committees that may be necessary to facilitate the transaction of business shall be appointed and confirmed in the same way. Said committees shall be appointed from representatives of the roads west of the western termini of the trunk lines. To these committees shall be referred all questions which may require their consideration.

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"Said committees shall submit their reports to the chairman and western vice-chairman of the joint committee, and the same shall be submitted for the vote of all the members of the joint committee. The vote of the members of the Central Traffic Association to be taken by its commissioner, and reported to the chairman of the joint committee in detail.

"In like manner the vote of the joint committee shall be taken upon any question presented to it by the Trunk Line Executive Committee, or by the Central Traffic Association.

"If the vote upon any question is not unanimous, the Trunk Line Executive Committee, under its rules, shall decide the question at issue, after duly considering the vote of each member of the joint committee."

I believe this would be a satisfactory official solution of the question ; it is satisfactory to myself, and I commend it to your adoption.

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I come now to the discussion of some of the difficulties that beset you as an association and myself as your commissioner. I can hardly overstate them. The Association covers 18,300 miles of railways, whose freight earnings in 1885 were \$79,337,000, and \$32,469,000 from passengers, or \$111,806,000 in all.

We have forty railroads in one department or both, but there are more than that number in the whole or part of the same territory which are not members. No such numbers or diversity of interests exist in the Trunk Line organization nor in all the Associations next west of us combined.

The Trunk Line Commission comprises seven railroads, with but two rail competitors outside of it. The Trunk Line dead freight pools are two, one eastwardly, including all eastward short and long local and through tonnage, and one westwardly, covering only New York City. You have six east-bound freight pools, and ten others are recommended by the committee considering them. Your exemptions, perhaps, equal your pooled traffic and create your main difficulties. You exempt beyond freight in cases like Cincinnati and Indianapolis, and also short point and lake freights from the same cities, thus dividing your tonnage from those points into three conflicting

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fractions instead of consolidating it into one unit, as the Trunk Lines wisely do. The eastwardly Trunk Line pool has nineteen junctions, all combined for settlement purposes as if they were one starting point. There are 576 junction points in your district, from 218 of which your committees recommended eastward percentages, each requiring to be treated for itself, and the rates from the remainder are mainly unregulated except by your local authority. Our territory is greater in area, greater in mileage, equal in tonnage, equal or greater in competition with water routes, both lake and river, and greater in disparity of interests than the other traffic organizations next west or east of you. If all the traffic associations west of Chicago to the Missouri river were combined in one they would not present the difficulties which yours present—and those organizations further separate their passenger and freight departments.

In your territory have originated most of the difficulties which have impeded Mr. Fink's able administration as to freights and passengers, in ten years. Not only are eastern freight rates made within your boundaries, but westward freight has also been contracted here. The greater number of our roads increases the number of officers to be consulted, and it is a striking fact that with all the vast importance of this city, there is not an eastward manager of a Chicago line located here with whom I can promptly confer.

Compare this with the trunk lines having New York as a center, with but few gentlemen to be called together, who can convene on a day's notice, and I ask your appreciation of the disparity. They also possess direct power in an organization ten years old. Much of our power is secondary, and you are entering only upon your second half year.

With all these complications, a commissioner is a small factor in your success. It requires the active daily support of every manager, and the difficulties being greater, it is proper to ask your greater consideration to them.

Your contracts give the Commissioner no power except to make limited rulings. Agreements and resolutions authorizing him to divert freight currently and for the purpose of defeating

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cut rates, are nullified by the refusal to carry them out when rates *are* cut, which is just the time when it should be done. That was your only measure, aside from money payments, to compensate each other for or correct cut rates or disproportions of tonnage. Your Commissioner can therefore do nothing but suggest and plead ; but suggestion and effort are equally and more the duty of the Managers, from their greater familiarity with the territory and the facts, their positive powers and an equal or greater interest in the results of honest coöperation.

Without the unity and good faith of the principals, their prompt and longer attendance upon meetings, more frequent conferences, and a broader view of the rights of each other, no such association can succeed. The Managers west of Chicago have given almost continuous time for two months to their lesser complications ; yet during the same period we have been unable to command a full meeting. We therefore enter upon contracts, leaving essential details to after consideration ; our western friends more fully base agreements upon details previously discussed and decided.

I therefore solicit more of your time. If an authorized General Committee, representing all your interests, were in substantially continuous session for three months, as if at work in their own offices, the daily contact with each other would remove misunderstandings, create personal confidences, and by dealing with questions promptly as they arise, a contract and procedure of permanent value could be formulated.

I also submit that it is desirable to fix regular dates for Executive Committee meetings intermediate between at least bi-monthly meetings of the Association, or else announce more frequent dates for meetings of the Association.

There is delay in action at different contracted cities because the Managers of the roads therefrom are not in every case organized. I recommend that each contract city elect a Chairman through whom I may call Managers' local meetings when desired and have their aid as well as that of the Joint Agents.

A prominent bar to confidence is the lack of conference before action. The clear obligation and spirit of the contracts is that parties having real or alleged complaints should call

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together the local or general committees whose province it may be to consider them, and there and then present their charges, seek the remedies and corrections, or announce their intended action. This is the duty both of accusing and accused.

The constant reopening of arbitrations is fruitful of dissatisfaction, suspicion, cut rates, striving after tonnage to buildup larger percentages, and an equal striving to retain them. There are all the conflicting extreme and intermediate opinions between those who claim that tonnage carried has nothing to do with awards and the antipodal view that no other basis is just. If the association can lay down a majority rule in its contract for guidance of its Arbitrators in those respects, it should do so.

The history of agreements and arbitrations on percentages furnishes arguments for the maintenance of faith that are irresistible. During the past eight years the dead freight percentages have been arbitrated as follows:

At Chicago .....	Eight times.
At St. Louis.....	Twice.
At Indianapolis.....	Four times.
At Cincinnati.....	Five times.
At Peoria.....	Eight times.
At Louisville .....	Four times.

Presumably at each point and on each occasion you had fair men of railway judgment and experience, yet limited to the percentages as between the first arbitrating companies at each point, all their opinions have fluctuated within narrow margins. At Chicago the average of the eight arbitrations has been as follows, limiting the table as before stated to the relative percentage of the companies participating in the first one:

	Average.	Now receiving.	Gain.	Loss.
Grand Trunk.....	14.07	16.10	2.03	....
Mich. Cent.....	24.33	22.53	....	1.80
Lake Shore.....	20.06	19.02	....	1.04
Ft. Wayne.....	22.90	22.53	....	0.37
Pan Handle.....	10.59	11.12	0.53	....
B. & O.....	8.05	8.70	0.65	....
Greatest gain—Grand Trunk.....		2.03 per cent.		
Greatest loss—Michigan Central.....		1.80 “ “		

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At St. Louis there has been but one change, and that recent, when the Ohio & Mississippi was reduced  $1\frac{1}{2}$  per cent given to the Vandalia, all others remaining the same. Appeal against this change is now pending.

## AT INDIANAPOLIS.

	Average.	Now Receiving.	Gain.	Loss.
Wabash .....	11.21	12.93	1.72	....
Bee Line .....	37.13	40.14	3.01	....
Pan Handle.....	32.51	25.85	....	6.66
Big Four .....	8.94	8.16	....	0.78
C., H. & D.....	10.21	12.92	2.71	....

Greatest gain—Bee Line ..... 3.01 per cent.

Greatest loss—Pan Handle ..... 6.66 “ “

The beyond business in this pool being treated differently in different arbitrations, changes the positive value of the comparison.

## AT CINCINNATI.

	Average	Now Receiving.	Gain.	Loss.
C., W. & B .....	17.6	16.0	....	1.6
C., H. & D .....	9.5	8.5	....	1.0
Pan Handle .....	32.4	36.0	3.6	....
Bee Line .....	25.9	24.5	....	1.4
N. Y., P. & O.....	14.6	15.0	0.4	....

Greatest gain—Pan Handle ..... 3.6 per cent.

Greatest loss—C., W. & B. ..... 1.6 “ “

The difference in this result is also partially accounted for by different treatments of beyond business.

## AT PEORIA.

	Average.	Now Receiving.	Gain.	Loss.
Rock Island.....	22.99	25.78	2.79	....
P., D. & E.....	15.26	23.27	8.01	....
I., B. & W.....	28.75	25.16	....	3.59
T., P. & W.....	33.00	25.79	....	7.21

Greatest gain—P., D. & E. ..... 8.01 per cent.

Greatest loss—T., P. & W. ..... 7.21 “ “

## AT LOUISVILLE.

	Average.	Now Receiving.	Gain.	Loss.
J., M. & I.....	43.21	42.42	....	0.79
L. & N. ....	27.71	27.88	0.17	....
O. & M. ....	29.08	29.70	0.62	....

Greatest gain—O. & M. ..... 0.62 per cent.

Greatest loss—J., M. & I. ..... 0.79 “ “

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The maximum average annual loss involved to any company or route all the way to the trunk lines in all these cities (eliminating new lines), in eight years, is the Michigan Central at Chicago, equivalent to \$78,500 per annum, on the present annual volume of dead freight tonnage. Despite these conclusive figures, the amount of money wasted in drawbacks, false weights and classifications, contests, reprisals, bad faith, illegal preferences and making percentage bases for future arbitrations, has been millions of dollars annually. Even then, the results of all those acts swing tonnages back and forth within such small arcs of difference, that it is estimated to average less than 2 per cent. Is it not feasible, with all these results before you to now agree upon percentages good for not less than one year, and as many as three years, or perhaps five? No agreement to do so could do any fraction of the injustice to your revenues which you are, as a whole, doing to them now by the current action on rates.

I recommend that no traffic percentages be reopened for arbitration except when a permanent arbitrator decides the ground therefor well taken, unless it may be deemed wise to give each party that right, in one year from a former decision covering the same question and locality. I also recommend that no appeal to rearbitration be allowed pending any notice of withdrawal from the Association. Mr. Ripley writes in his recent award of Louisville percentages :

“I trust I may be pardoned for pointing out to you what seems to me an essential weakness of your organization, viz : the admissibility of appeals at any and all times, and the consequent incentive to make a record.”

I recommend that a wider range of questions be arbitrated ; that the permanent arbitrator attend meetings and arbitrate motions failing of adoption, and thus proceed then and there to decide or arbitrate as a judge decides between opposing counsel, and rules on the laws they argue. With the introduction of these principles, no arbitration would result in a fraction of the injury now prevailing through drawbacks, the refusal to accept independent neutral judgments, and the

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determination to increase or resist small changes in percentages. For example, each 1 per cent in the through freight pool at Peoria (which has always been a focus of unrest), is annually about \$5,000. A difference as great as 3 per cent to an initial company there, is less than \$15,000 in a year, because that amount reaches to the trunk lines. In the strife to dislodge or retain three per cent, many times \$15,000 will be and are now being annually paid in useless drawbacks. The over-carrying roads then add thereto their excess pool balances, which is a practical increase in its drawbacks, and the result is unjustifiable, whether considered from the standpoint of the owners of your properties, the interests of partnership associates in your contracts, or the public which is entitled to non-preferential rates. *Per contra*, the road that pays drawbacks to retain its traffic, might save them all and its operating expenses besides on the shortage not carried, by taking the rival's money, which thus becomes all a clear gain in net results. If an Arbitrator by going actually wrong 3 per cent cost any road \$15,000, he is likely to be assailed as of deficient judgment, failing to consider questions sufficiently or impartially, and be accused of rewarding cut rate routes, but accusing managers do not seem to hesitate at the payment of drawbacks involving many times that sum, besides inciting the jeopardy of the Association.

Another prominent bar to your purposes is that no one has adequate power to act for absentees. With the various and large interests of important lines in different organizations, meetings other than ours frequently prevent attendance here, and there is no substituted power to act for them. I also cite the necessity for instructing your subordinate officers. Several cases exist of the votes of the managers being nullified by the subsequent action of their representatives.

Some recent meetings have also been nullified or delayed by the lack of authority of the attending officers, the need for telegraphing absent principals, the inability to thus convey clear understandings of the discussions, and the very common reply from the absent Managers that they prefer to understand the questions better before deciding. In these different cases the

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injury from delay frequently exceeds any which would proceed from the action of the Commissioner in their behalf, or from the prompt decision of the officers present.

You require more adequate provision for including now exempted traffics, and I suggested at New York, that you pool westwardly from the western termini of the trunk lines, instead of eastwardly, as now. An alternate proposal having the same effect, is to pool all live stock, and grain and its products, destined to and beyond the trunk line western termini from all origin points on the Associated roads, dividing our whole territory into districts, each district to report different percentages of New York rates, the aggregates to form the pool amounts from which to arrive at balances. Your lines run so near each other in much so-called local territory, that rival points on different roads are almost as competitive as actual common points. I understand this general view is held by some of the committee on the contract. Such an agreement should also include all grain going to and via lake ports, as much as we include that sent Buffalo and Pittsburgh, because it may be, and is at times, used to evade the pivotal pools. The farther commercial reason is that tonnage to those short points, is mainly intended for ultimate seaboard deliveries, and is, therefore, as much competitive as any other traffic that is pooled, and as much so as if the same articles were consigned to the seaboard directly instead of indirectly.

I also call attention to the need for action regarding west-bound rates which, at the present time, are much demoralized despite the Trunk Line Agreement. If a west-bound pool would divide the territory into blocks similar to those suggested for east-bound traffic, and thus apportion the entire eastward and westward earnings by railways instead of localities, a great step would be taken, not only toward your permanency, but toward abolishing the geographical and locality jealousies which have done much to disturb coöperation.

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I have conferred with Commissioner Fink touching the attitude of the Association toward the Lehigh Valley Railroad.

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At your meeting, March 24, the following resolution was adopted :

*"Resolved,* That the lines in the Central Traffic Association hereby declare that their practical working arrangements, percentages, through rates and freight lines from and to points east of the Trunk Lines western termini, shall be operative as far as they can be legally made so, only via the routes of the lines that may from time to time be parties to the Trunk Line agreements, with the understanding that the Trunk Lines in turn make their similar arrangements from and to western points west of their western termini, preferentially with the western railways in the Central Traffic Association, which operate eastwardly via the said contracting Trunk Lines."

The Trunk Lines adopted a similar resolution July 27. Upon our part this agreement has been unfulfilled. A dissenting Trunk Line, like the Lehigh Valley has rather been encouraged and rewarded by your business, than stimulated to become a member of the Trunk Line organization.

I respectfully ask your attention to the agreement not to exchange traffic with any eastern line not in the Trunk Line organization. I think you should in turn request the Pennsylvania railroad to protect you by appropriate action as to the Chesapeake and Ohio road under its similar agreement, until the latter company at least puts its all rail traffic via Washington into the trunk line organization.

It is stated by the Chicago & Alton Company that as high as 1,100 carloads of the one article of beer were taken by that route to warehouses and points on the Pennsylvania railroad at and north of Washington, during the past twelve months.

The Traffic Manager of the Chesapeake Company agreed on the 12th inst. to report its east-bound business to us if we will report from the same territory, including as points upon his line St. Louis, Louisville, Memphis, Reeves, Fulton and Lexington, and upon ours, St. Louis, Louisville, Cairo, Evansville and Cincinnati. I ask you to confirm this exchange.

Manager Muir in his last letter says :

"It would be useless to constitute you a father confessor "for our road while you cannot control your own members.

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“Reclaim them from their backsliding and their example may  
“win us to your fold.”

The element of truth had so far balanced the poetry in this suggestion that I have delayed answering it until the meeting was past.

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Several reports of committees are due. The report of the committee on the revision of the contract is before you. It should receive your careful consideration and a conclusion prior to January 1, if the organization is to be continued and strengthened. It may be well to appoint a new committee to re- revise it, to which you should send your written suggestions.

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The report of the committee on the division of expenses with the Trunk Lines will be submitted to you. You are now paying about \$22,000.00 per annum, in addition to the amount directly paid to this Association. It is believed the same results can be furnished to you in this office for about one-half that sum, since we already have most of our rents and general expenses incurred.

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The same committee was to consider an adjustment of the cost of terminal deliveries at the east between original and second carriers on diverted freight. As diversions have substantially ceased and the concurrent action of the Trunk Lines is required, it is the judgment of the Committee that the subject as affecting deliveries in eastern territory had better be referred to the Trunk Lines for joint action with us.

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The report of the committee on freight percentages, dealing especially with those from the Mississippi river, and the changes in others east thereof, has been informally submitted to the Trunk Lines. No definite action has been taken by the Association indorsing the majority report of its committee, and the Trunk Lines prefer that such action be taken by us before

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they act upon it. I recommend this request to your compliance.

The Percentage Committee found it impracticable to procure from all the short north and south and cross lines their percentages, with a view of adopting any scale that would be uniform. They desired me to request this information. It has only been partially furnished, and the practice still goes on of allowing short haul roads excessive proportions in some cases of the through rates, by which practice rates from percentage junction points are cut below the agreed Chicago basis. This matter is also recommended to your consideration. I am unable to report any progress in either connection for a considerable time. The committees should press their work or be discharged from its consideration.

The Committee on Additional Pools have recommended ten more. Its chairman has not been able to get all the parties together for action. The last partially attended meeting at Chicago adjourned, unable to accomplish anything, owing to absenteeism. Recent correspondence with the chairman indicates continued difficulty in getting the parties together, and no progress can be announced. The formation of these pools, particularly those at the lake cities, is quite as important as those that have been organized, and I urge your attention to them.

You are aware of the attempt to collect **actual weights** on live stock. A computation of the amount involved at pooled and non-pooled points exceeds \$600,000.00 per annum for your associated roads, above the former minimum weights upon stock cars 28 feet long. Revised minimum should be adopted for different lengths of cars, both single and double decks. A scale of suggested weights will be submitted for action. An alternate proposal will be presented to make one adequate high billing weight, based upon the results of weighing for two months, below which you may refund down to, but not below former minimums, collecting the excess over the former.

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The collection of these actual weights has been objected to at some points, because it has not been done at others, and opposed eastwardly because it was not done westwardly. Some roads have a westward standard of estimated car load weights, while if the same stock went east to the trunk line termini, it would be there charged for at actual weights. The practice of the roads should be uniform at all points and in both directions, and actual weights should be as rigidly collected on live stock as on grain. The difficulties against collection are mainly at Buffalo, where there is an organization which is intended to become active if the rule is not made general and uniform. I met the committee, and persuaded them to refrain until after this meeting; but another committee is now in the city desiring to be heard.

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I have endeavored to induce the regular lake steam lines to pool rolling and package freight eastwardly, and through merchandise westwardly, with the Chicago associated roads for next year. Unconcluded correspondence to that end fore-shadows at least a better result than the unregulated rivalries of the past. If reached satisfactorily, the conclusion will affect interior traffic and other ports as well.

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Mr. Fink, Mr. Firth and myself were made a committee to consider the fire risk in all rail and steam and rail bills of lading. We have proposed to the committee of the Chicago Board of Trade, conditions we commend to our principals, that railways assume that risk at agreed starting point values, in transit and twenty-four hours at delivery stations, conditioned upon all other usual bill of lading exceptions against strikes, the public enemy, acts of Providence, etc., having the force of contract, with appropriate details to enforce the same.

Counsel has advised the Chicago Board that railways are responsible for actual quantities received; that notations "said to weigh" and "weights subject to corrections" do not comply with requirements of Constitution and Law, and

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advises that remedies exist in suits for penalties, and by mandamus to compel conformity to law.

The danger that bills of lading may be issued upon forged warehouse certificates, as in the recent Chicago case of Neeld, is suggested to your individual caution.

Another important phase of this general subject is the practice of taking up interior bills of lading and issuing therefor others from pooled and banking centers. It will surely result in earlier or later fraud and loss. It is questionable if the second issue be not responsible for both parts of the whole route, and, perhaps, for declining market values, by misrepresenting the origin and dates of shipment of this class of traffic, and thus deceiving consignees. These important questions are noted for your action. The Chicago committee acted yesterday.

## PASSENGER MATTERS.

The passenger earnings of lines in our territory for 1885 were about thirty per cent of the whole. If we could command your attention to this department proportionate to its earning value, the receipts could be increased, expenses reduced, commissions stopped, scalping diminished, special rates limited and joint rules of value introduced.

Progress is being made toward pooling eastward passenger traffic to and beyond the Trunk Line termini, upon the broad basis that each line receive a percentage of the total revenue on tickets of all classes sold from all points west of a line drawn south from Cleveland. This should diminish the spirit of contest between roads in behalf of competing cities, by giving each a share in the whole traffic instead of only that of a locality. It is the same principle hereinbefore recommended in the freight pools.

The basing statistics for this passenger pool are being prepared upon four years, beginning with 1882. I suggest that 1882 be dropped and that the other years be taken. The statistics are merely for the arbitrator's general guidance. They could then be furnished in three-fourths of the time otherwise required, and passenger progress correspondingly expedited.

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Passenger commissions continue to be paid as heretofore. The companies dissenting from abolishing them agree to discontinue them only as rapidly as the passenger pools are formed, deeming them the protection which commissions now furnish. The brother evil of scalped tickets can then also be better controlled.

By the Illinois acts of 1875, "agents must be authorized to sell tickets;" "it is unlawful for unauthorized persons to do so," and "the certificate of authority must be shown when requested, and said certificates kept posted in conspicuous places in selling offices, for the information of travelers."

Combined action under this law could stop this evil at Chicago, but some companies coöperate with, rather than oppose these destroyers of rates, who are getting rich on the combined commissions and scalps you pay and permit.

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The trunk lines have ceased the payment of passenger commissions in your territory, but you continue paying in their districts, notably interior Pennsylvania. A strong request to cease comes from the Passenger Commissioner of the trunk lines. There was an agreement among some of your number to do so, but it has been violated and vouchers and checks for current payment have been shown me.

On August 18, a resolution was offered at New York that we refrain, after September 1, from paying these commissions in trunk line territory, but failing unanimous agreement, it was referred to you. I hope you will instruct the General Passenger Agents to discontinue them promptly.

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On the same date, at a conference between our Passenger Department and that of the trunk lines, a resolution which failed of unanimity was referred to you, that no round-trip tickets or equivalents be issued or sold by the trunk lines into or beyond our territory, nor by this Association into or beyond the trunk line territory, except by formal consent.

This resolution was opposed mainly by the Grand Trunk interests because of their St. Lawrence river and White

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Mountain excursion traffic, and has now been referred to you for action.

I urge that each company controlling smaller roads, no passenger members of the organization, use its influence to induce the latter to become such. Some small lines seem to have more power for disturbance than the large ones seem willing to exercise in prevention.

The Cincinnati Midland, Pittsburgh & Western, Cleveland & Pittsburgh, Columbus & Hocking Valley, Toledo, Peoria Western and the lines leading to the Chesapeake & Ohio, etc. would be important additions to our passenger membership.

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Not only new roads, but passenger traffics not now covered by the Passenger Contract, should be included. Traffic between Chicago and Detroit, Port Huron, Columbus, Dayton and Cincinnati, should be absorbed, as well as between St. Louis and Cincinnati, Louisville and Cincinnati, and some other centers. Furthermore, the west-bound passenger business is not yet pooled. Both west and east-bound should be pooled between all important intermediate centers which may regulate, disturb, or be used to affect the through pool. Influential roads say that owing to this lack, their westward passenger earnings in some months of this year were not more than one-half what they were last year. These inclusions would contribute greatly to the passenger benefits of the Association.

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Some companies which are members of our Freight Department are not of the Passenger. The C. H. & D., T. I. & W., Chicago & Alton, C. R. I. & P., and a few other companies are instanced. Some lines propose coöperation in the traffic formerly controlled by the Central Passenger Committee and decline it in the Central Traffic Association, of which the former is now merged. It would be of great value

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to the Association if the alliance of its members carried both departments with like effect.

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On May 4, 1886, in accordance with Article IV of the Passenger Agreement, it was voted to provide a fund for the redemption of tickets, as the most effective means toward maintaining competitive passenger fares. Differences having arisen as to a date back of which old tickets should be redeemed, some companies have recalled their contribution to this fund, which I have declined until the Association enforces or abolishes its former action. I strongly urge that the Managers go farther in redeeming cut rate and other disturbing issues of tickets, and that they so instruct their General Passenger Agents.

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The N. Y. L. E. & W. Co. represents the injurious effects upon established fares by the issue of mileage tickets. Whenever the latter are used for the purpose of regular issues, they frequently cut the established fares, which are jeopardized by their continued use.

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Permanent arbitration is required in the passenger department. Its questions are numerous and important. Delayed decisions provoke quick cut rates and reprisals which prompt arbitration might avoid. Mr. E. P. Wilson, your able former Passenger Arbitrator, having accepted important service with the Chicago & North-Western Road, the Association should not adjourn without electing his successor. Mr. Wilson rendered efficient service in five decisions and many other equally or more important questions remain.

Passenger arbitration should not be delayed beyond the preparation of statistics which were promised by the Auditors in thirty days from October 8, 1886.

In his last award, Mr. Wilson said :

"I feel it incumbent upon me to record with all possible emphasis the conviction that fairly beneficial results to all lines under the present Agreement cannot be secured until

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

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percentages are allotted and all business affected by the Agreement is reported to the Commissioner."

The Association, August 19, declared that its Passenger Agreement be in effect as from April 1, 1886, and I was directed to procure the signatures of the parties thereto. To this date only eleven signatures, being about one-third of those required, have been supplied. I urge this important duty upon you.

The principal present cause of passenger demoralization arises from a contest between the Penna. and Baltimore & Ohio Railroads, involving Trunk Line considerations, and the difficulty is extending. I am advised that the commission paid on Scandinavian second class eastward traffic, both via Baltimore and Philadelphia, is five dollars for railroads and three for steamships, or eight dollars out of a total fare of \$32. The same authority represents that nine dollars is paid via Philadelphia to North German ports. The action of our lines in this respect is in violation of the Agreement, but the discussion of it by the Passenger Agents, and our most urgent representations to the eastern principals have failed to correct, or even arrest it.

For six months, to September 30, the average monthly general expenses of your Association in the freight department were \$4,247.87; in the passenger department, \$1,358.56; total monthly average, \$5,606.43. The vouchers therefor have not been audited. This duty devolves by resolution of March 24 upon the Executive Committee, but its members are so occupied that I suggest a Committee of Auditors instead. I also call attention to dissatisfaction expressed by several companies with the basis of the division of expenses. The present percentages were, by resolution of March 24, to stand until revised by the Executive Committee after conference with the companies in interest.

I have mentioned no unimportant subjects. I believed it would progress your work to then state them all to all of you. I respectfully ask you to now proceed to their earnest consideration in detail.

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

On motion of Mr. Sargeant it was unanimously

*Resolved*, That the remarks of the Commissioner to the Managers be printed and circulated in separate form apart from their preservation in the minutes.

A discussion as to the condition of rates ensued, during which Messrs. Ingalls, Burke, Smith, Gray and others addressed the meeting at length in advocacy of the observance of good faith and rates.

The following resolutions were thereafter submitted :

**342**—*Resolved*, That the roll be called and each member be asked if he is prepared and will pledge himself and his company, without reservation, to the maintenance of through tariff rates and interior point rates, in accordance with the resolution relating thereto, adopted at New York at meeting of August 18, 1886, by, on and over their several roads, branches and controlled connections, to January 1, 1887, and thereafter until changed by the Association, or by notices of retirement.

Maintenance of  
through tariff &  
interior point ra

*Resolved*, That no alleged cut rates shall be met, but the parties shall communicate charges relating to the same to the Commissioner, who shall promptly convene the proper committees for conference thereon, and no action will be taken to meet such rates prior to such conference.

*Resolved*, That the Commissioner procure the votes upon these resolutions from the Managers of this Association now absent, and advise those present thereof.

*Resolved*, That the Commissioner of this Association request the Trunk Lines, through their Commissioner, to maintain and enforce their pledge under the Trunk Line Agreement of November 6, 1885, and that they be requested to promptly advise the members of this Association, through its Commissioner, of their concurrent action and the measures taken to enforce the same.

The resolution of August 18, 1886, as to interior point rates above referred to, reads as follows, and was made a part hereof.

*Resolved*, That on all classes of east-bound traffic between points west of the western termini of the Trunk Lines, the rates from the prorating points to any and all intermediate points, shall not be less than the short line proportion of the gross all rail rate to New York (lighterage not deducted), and that from local points which are

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

between competing points, the proportion to be charged shall not be less than that charged from the next farthest competing point.

*"Resolved,* That this shall take effect between all points not later than September 1, 1886."

It was agreed that the result of the vote on the resolutions would be enforced, notwithstanding the action of the Chicago & Atlantic Company, or of other companies not in the Association.

The Commissioner, however, said that when last in New York, he had had conferences with President King of the N. Y. L. E. & W. Co., and President Benedict of the Chicago & Atlantic Company, and had assurances from them that if rates were maintained by the other Chicago lines, they would be by that company and via that route.

on above  
lutions.

**343**—The resolutions were unanimously adopted, the vote being as follows:

Baltimore & Ohio,	by	Orland Smith.
Chicago & Alton,	"	H. H. Courtright.
C. C. C. & I.,	"	S. Burke.
C. & G. T.,	"	L. J. Seargeant.
C. I. St. L. & C.,	"	M. E. Ingalls.
C. & W. M.,	"	J. B. Mulliken.
C. II. & D.,	"	C. C. Waite.
C. W. & B.,	"	Orland Smith.
C. St. L. & P.,	"	D. S. Gray.
Clev. & Pitt.,	"	D. S. Gray.
D. G. II. & M.,	"	W. J. Spicer.
D. L. & N.,	"	J. B. Mulliken.
E. & T. II.,	"	G. J. Grammer.
G. R. & I.,	"	C. E. Gill.
Grand Trunk,	"	L. J. Seargeant.
I. B. & W.,	"	H. C. Diehl.
I. & St. L.,	"	S. Burke.
Ind. & Vin.,	"	D. S. Gray.
Ill. Midland,	"	G. R. Blanchard.
J. M. & I.,	"	D. S. Gray.

L. E. & W.,	by	W. S. Weed.
L. N. A. & C.,	"	J. B. Carson.
L. S. & M. S.,	"	J. T. R. McKay.
Mich. Central,	"	H. B. Ledyard.
N. Y. C. & St. L.,	"	D. W. Caldwell.
N. Y. P. & O.,	"	G. G. Cochran.
Ohio & Miss.,	"	Wm. Duncan.
P. C. & St. L.,	"	D. S. Gray.
P. D. & E.,	"	G. J. Grammer.
P. F. W. & C.,	"	D. S. Gray.
St. L. V. & T. H.,	"	H. W. Hibbard.
T. P. & W.,	"	H. D. Gould.
W. St. L. & P.	"	A. A. Talmage.

The following named companies, not being represented at the meeting, afterward communicated their votes in the affirmative :

C. R. I. & P.,	by	Wm. M. Sage.
C. B. & Q.	"	E. P. Ripley.
Louis. & Nash.,	"	J. M. Culp.

WEDNESDAY, OCTOBER 20, 1886.—AFTERNOON SESSION.

**344**—The Commissioner presented the recommendations of the committee appointed to consider and report upon the division of the joint expenses with the Trunk Lines, which were :

*First.* That the Central Traffic Association keep the east-bound statistics from or through pooled points, reaching Trunk Line territory but not originating therein, as fully as at present, and furnish the same to the Trunk Lines without charge.

*Second.* That the Trunk Lines similarly keep up the present west-bound statements and furnish the same to the western roads without charge.

*Third.* That neither association charge the other with any portion of its general expenses.

Report of committee on division of joint expenses with the trunk lines.

C. T. A. to furnish east-bound statistics.

Trunk lines to furnish west-bound statistics.

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

*Fourth.* That the present statistical statements be revised by the Commissioners to see if the same can be stated more concisely in fewer reports.

*Fifth.* That the Trunk Lines be invited to consider and advise as to the foregoing, as early as practicable.

(Signed) II. B. LEDYARD,  
D. S. GRAY,  
G. R. BLANCHARD.

The foregoing recommendations were unanimously adopted and the committee discharged.

ption of  
osed rules and  
ulations for  
t committee.

**345**—The Commissioner then submitted the memorandum of proposed rules and regulations for the conduct of the joint committee as proposed by Commissioner Fink and himself, subject to the approval of the Trunk Line Executive Committee and the Central Traffic Association. They were, after discussion, unanimously approved by the meeting, with the substitution of the words "Trunk Line Executive Committee" for "Trunk Line Commission" wherever occurring in the original paper.

The report as amended and adopted, reads as follows:

"Sections 30 to 36 of the Trunk Line organization and rules provide for the establishment of a Joint Committee, for the purpose of establishing joint tariffs with all the roads with which the Trunk Lines have traffic arrangements, and Section 30 provides that said Committee may make such additional organization as may be deemed desirable to carry out the object for which it is established."

"Article VI of the Organization of the Central Traffic Association, provides that through joint rates and fares between points in its territory and points in the territory of other similar organizations, shall be made by coöperation, and issued or authorized by this Association in its territory."

joint  
mittee.

"In order to carry out these provisions in the organization of both associations, the members of the Trunk Line Executive Committee, and of the Central Traffic Association, and all

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

companies having traffic arrangements with both organizations under their several contracts, who are not members of these organizations, shall constitute a committee, to be called the Joint Committee."

"It shall be the duty of the Joint Committee to establish all joint tariffs, both freight and passenger, on traffic passing through the western termini of the Trunk Lines; also to agree upon the classifications and other conditions governing said tariffs." Duties.

"Further, to agree upon the division of through rates and through fares where such divisions affect the maintenance of uniform tariffs between competing lines, and to make such other rules and regulations as are necessary to secure uniformity and stability in the joint tariffs."

"The Commissioner of the Trunk Line Executive Committee Officers. shall act as Chairman of the Joint Committee."

"The Commissioner of the Central Traffic Association shall act as the Western, and the Commissioner of the Freight or Passenger Department of the Trunk Line Executive Committee shall act as the Eastern Vice Chairmen of the Joint Committee."

"There shall be appointed by the Western Vice-Chairman, with the concurrence of the Chairman, the following Sub-Committees:

"East-bound Classification Committee.

Sub-Committee

"Cotton Rate Committee.

"Tobacco Rate Committee,  
and any other Committees that may be necessary to facilitate the transaction of business, shall be appointed and confirmed in the same way. Said Committees shall be appointed from representatives of the roads west of the western termini of the Trunk Lines. To these Committees shall be referred all questions which may require their consideration."

"Said Committees shall submit their reports to the Chairman and Western Vice-Chairman of the Joint Committee, and the same shall be submitted for the vote of all the members of Action on the reports.

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

the Joint Committee—the vote of the members of the Central Traffic Association to be taken by its Commissioner and reported to the Chairman of the Joint Committee, in detail."

"In like manner, the vote of the Joint Committee shall be taken upon any question presented to it by the Trunk Line Executive Committee or by the Central Traffic Association."

"If the vote upon any question is not unanimous, the Trunk Line Executive Committee, under its rules, shall decide the question at issue, after duly considering the vote of each member of the Joint Committee."

The Commissioner read the correspondence between Commissioner Fink and himself, touching the action of the Trunk Lines as to through rates, and the following resolutions were, after discussion, unanimously adopted:

Coöperation of  
trunk lines  
essential to  
maintenance of  
rates.

**346**—WHEREAS, The aid of the Trunk Lines is essential to the maintenance of tariffs, and,

WHEREAS, The Trunk Lines, in the contract of November 6, 1885, assume the responsibility of enforcing the maintenance of tariffs, not only by their own roads, but also by their connecting roads, which provision of their contract has not been enforced,

*Resolved*, That the Central Traffic Association concurs in and approves the provision above referred to, and hereby requests the Trunk Lines to take such action as will give full effect thereto.

*Resolved*, That nothing in the foregoing shall be construed to absolve the members of this organization from the maintenance of rates or agreements, but is intended to provide for routes which the Association cannot otherwise control, not being members thereof.

WHEREAS, It is well known that west-bound tariffs are not maintained, be it

*Resolved*, That the Commissioner of this Association urge the Trunk Lines, through their Commissioner, to promptly restore and observe west-bound tariff rates.

The Commissioner reported that no action had been taken upon the majority and minority reports of the percentage committee.

On motion of Mr. Gray, it was

Percentage  
committee report  
referred to Trunk  
Line Executive  
Committee.

**347**—*Resolved*, That the majority report, accompanied by the report of the sub-committee, with reference to the divisions which obtain between the Mississippi river lines and lines east of Chicago, and

also accompanied by the minority report and the record on the subject, be now referred to the Trunk Lines Executive Committee, with the request that they proceed to action upon the same under the rules.

The Commissioner announced that Mr. Barnard, the new president of the Ohio & Mississippi Company, was present, and had consented that the notice of that company, withdrawing from the Passenger Department of the Association, be considered in abeyance until he could investigate the matter.

The Commissioner also reported that Joint Agent Campbell had had a conversation with officers of the Louisville & Nashville Railroad, and had understood them to say that a letter would be received from that company annulling its notice of withdrawal from the Association.

NOTE.—This letter was received before the close of the meeting.

Mr. Ingalls presented a minority report of the committee on the revision of the contract, and on his motion it was

**348**—*Resolved*, That the majority and minority reports of the committee on the revision of the contract be referred to a committee to be appointed by the chairman, to be composed of one member from each of the six pooled centers, to which his own name shall be added as the seventh member.

Reports of  
Committee on  
Revision of the  
Contract refer-  
to special  
committee.

On motion of Mr. Orland Smith, it was

*Resolved*, That two additional members be added to the committee, to represent roads in the Association not members of any of the pools.

The Commissioner announced the following as the committee: Messrs. Caldwell, Talmage, Orland Smith, Henderson, Carson, Gray, Grammer and Burke.

Special commi-  
on revision of  
contract.

On motion of Judge Burke, Mr. Seargeant's name was added to the committee.

Mr. Diehl said Mr. Henderson would not be able to be present at the meeting of the Association, and Mr. Ingalls was therefore appointed as his alternate, on the committee.

On motion, it was

*Resolved*, That all Managers of the Association be requested to

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submit to the committee, in writing, their suggestions of changes and amendments to the contract.

Adjourned till Thursday at 10 A.M.

## SECOND DAY, THURSDAY, OCTOBER 21, 1886.—MORNING SESSION.

In addition to the companies represented at the meeting of yesterday, the following companies were also represented :

Additional companies represented.

C. B. & Q., by E. P. Ripley.

C. R. I & P., by Wm. M. Sage.

The following resolution, offered by Mr. Orland Smith, was unanimously adopted :

Date of next meeting.

**349**—*Resolved*, That when this meeting adjourn, it adjourn to meet on Wednesday, November 17, and to remain in session until the business then before it shall be completed.

Contracts preventing maintenance of rates to be reported.

Referring to the resolution passed yesterday as to the maintenance of rates, Mr. Ledyard offered the following resolution, seconded by Judge Burke :

**350**—*Resolved*, If any company has any arrangements conflicting with the resolutions adopted on Wednesday, relative to the maintenance of rates, which will extend beyond Monday next, such fact shall be reported to the Commissioner, in writing, and that the roll be called and the vote of each company recorded.

The resolution was adopted unanimously, the Chicago & Alton, and Louisville & Nashville Roads not being present.

The General Passenger Agents requested to be present at the consideration of the Passenger matters, and 2:30 P.M. was fixed as the hour for the joint session.

Weighing live stock.

**351**—The question of weighing live stock being next under consideration, the Commissioner stated that on the 1st of August, an order was issued providing for the collection of actual weights at Pittsburgh, Bellaire, Parkersburgh, Salamanca, Buffalo, and Toronto, and explained the progress of the weighing at the different points. He related in detail the difficulties encountered at Buffalo, growing out of the grievances of the Buffalo Live Stock Commission men, who refused to consent to weigh stock there unless

stock was weighed at Chicago, Indianapolis, Cincinnati, Cleveland, and Detroit. He also explained the inability to obtain actual weights on live stock at Indianapolis and Cincinnati, on account of the lack of facilities and the opposition of some of the roads leading into those cities from the West, to weigh east-bound stock. At Toronto the weighing had been delayed somewhat, but actual weights were now being obtained. All east-bound stock out of Chicago was being weighed, and actual weights collected, but on east-bound stock into Chicago from the West, they were not collected, because of the manifest unfairness of compelling roads, members of the Association, to weigh stock, when parallel roads outside the Association would not do so.

The main difficulty, the Commissioner said, lay in the charging of the old minimums established for cars 28 feet long, on cars 30 and 34 feet in length.

The report recommending advanced billing weights of live stock, adopted by the Chicago Committee, and recommended by them to the Association, was submitted.

The following resolutions were then adopted :

**352—Resolved**, That at all billing points within the territory of this Association, all live stock destined to any point be way-billed at the following weights, to take effect at once. Adoption of new minimum billin weights on live stock.

Horses and mules .....	20,000 lbs.
Cattle .....	25,000 "
Hogs, single deck .....	18,000 "
Hogs, double deck .....	28,000 "
Sheep, single deck .....	16,000 "
Sheep, double deck .....	20,000 "

Except from Chicago and other points, where actual weights are ascertained at the time of loading, which actual weights will be shown on the way-bills in preference to the foregoing, subject, however, to the following minimums.

The above billing weights will be subject to correction at all delivery points, within the limits of the Central Traffic

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Association, subject to the following minimums, which will be charged in any case.

Horses and mules.....	20,000 lbs.
Cattle .....	20,000 "
Hogs, single deck.....	16,000 "
Hogs, double deck.....	22,000 "
Sheep, single deck.....	14,000 "
Sheep, double deck .....	18,000 "

ights to apply  
h westwardly  
eastwardly.

The weights first above stated will be charged both westwardly and eastwardly on local as well as through shipments, subject in all cases to reduction to actual weights not below the weights last above stated, and subject as to local shipments in Illinois to the laws of that state fixing rates per car.

*Resolved*, That as rapidly as practicable, the attempt shall be made to procure actual weights from roads west of Cincinnati, Indianapolis and Chicago, in this Association, when stock is shipped eastwardly into those cities.

The Commissioner called attention to the recent fraud on the Chicago Board of Trade, of the forging of warehouse certificates, and the possible evil resulting from the issuance of bills of lading on shipments before actual receipt of the property, it was

bills of lading  
be issued until  
ual transfer of  
erty.

**353**—*Resolved*, That no bills of lading shall be issued on any class or kind of property on surrender of the bills of lading of connecting lines, until the property is actually in the possession of the road by which the same is to be forwarded.

Correspondence with John Taylor, Traffic Manager of the Lehigh Valley Railroad, as to the relations of his road to roads members of the Central Traffic Association, was presented by the Commissioner, who called attention to the action in both the Trunk Lines and Central Traffic Associations as to the delivery of their traffics to roads only members of the respective organizations, and urged the observance of the obligations.

Mr. Caldwell stated that his company, and he thought all companies who used the traders' despatch, had contracts with the Lehigh Valley Road which he could not legally dissolve, and he would be obliged to discuss it in that view. He could, however, compel the maintenance of rates.

Messrs. James Smith and C. C. Waite also stated that their companies were in similar positions as regards contracts.

Thereupon, it was

**354**—*Resolved*, That the question of the relations of the Lehigh Valley and Chesapeake & Ohio Railroads to the Central Traffic Association be referred to a committee of five, to be appointed by the chair, to confer with the representatives of the Trunk Lines and of those roads, and report to the next meeting of the Association.

Committee on  
Relations of  
Lehigh Valley &  
Chesapeake & O  
roads to C. T. A

The following committee was then announced: Messrs. Caldwell, Sargeant, Talmage, Waite and Gray.

**355**—Messrs. John G. Kerr, Hiram Waltz, N. W. Ransom, C. F. Pfeiffer, C. H. Webster and A. H. Snider, a committee of live stock commission merchants, from Buffalo, were then received, and their objections to the weighing of stock at Buffalo heard.

Conference wit  
committee of  
Buffalo live st  
commission  
merchants.

Mr. Kerr, in behalf of the committee, said that the objection at Buffalo was not raised about the collection of actual weights, but on account of the different treatment of points they deemed competitive with Buffalo. He complained of the delay in getting expense bills for their customers, and of the difficulty of explaining to shippers the reason for the extra charge made for the excess weight. The Commissioner stated that notwithstanding the complaints of the great injustice to Buffalo, the proportion of the stock going to Buffalo out of the total had increased since August 1, 1886.

The action of the Association fixing maximum and minimum billed weights, with a promise to collect any excess of actual weights over the former, or refund down to the latter when correct weights are known and shown, was submitted to them as the remedy for many of the existing evils in the weighing of live stock, and it was urged that the proposed system of securing actual weights be tried without demur until the next meeting of the Association, and that the proper and prompt enforcement of the rule at Buffalo, and any changes proposed therein, be referred to Messrs. Kerr, Snider and Pake for conference, to report at the next meeting of the Association,

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

November 17, 1886. The Buffalo committee reserved its assent.

Mr. Lippincott, of the Cincinnati stock yards, made a statement of the situation at Cincinnati. He claimed that Buffalo had every advantage, principally in getting one double deck of hogs or sheep, at much less than the weights which must be charged to Cincinnati for the same number of animals in two single decks, all the single decks being sent to Cincinnati, and all the double decks to the Trunk Lines. He was also requested to give the new system a trial, and should it prove ineffectual, to submit his experiences, at the next meeting of the Association.

SECOND DAY—THURSDAY, OCTOBER 21, 1886—AFTERNOON  
SESSION.

Meeting called to order at 2:30 o'clock.

ssenger agents  
sent.

In addition to the Managers, the following General Passenger Agents were also present: Messrs. A. J. Smith, Egan, Clark, Snow, G. W. Smith, Adams, Lord, Martin, Van Dusen, Ruggles and Davis. Mr. Broughton, of the Chicago & Atlantic, was also present.

The Commissioner urged the importance of the election of a permanent arbitrator or arbitrators for the Passenger Department of the Association, who should attend all the passenger meetings, and be prepared to give prompt decisions upon all questions. He also urged the Association to provide a permanent arbitrator for the Freight Department as well, as conducive to the best interests of the Association. It was

mmittee to  
ommend  
'manent Freight  
bitrator.

**356**—*Resolved*, That a committee of six be appointed by the Commissioner for the purpose of considering and recommending names for the position of permanent arbitrator of the Freight Department of the Association, and that the said committee report at the next meeting of the Association.

Messrs. H. B. Ledyard, M. E. Ingalls, Orland Smith, D. S. Gray, S. Burke and L. J. Seargeant were appointed members of that committee.

Mr. Daniels stated that when the question of a permanent arbitrator for the Passenger Department was presented, at the

suggestion of the Commissioner to the meeting of General Passenger Agents, it was unanimously agreed to recommend Mr. W. B. Shattuc, now General Passenger Agent of the O. & M. R'y, for the position, it being understood that Mr. Shattuc would resign his position with the O. & M. if elected. On motion, it was

*Resolved*, In the event of the election of an arbitrator for the Passenger Department, the Committee of Six shall fix the term of service and compensation of such arbitrator.

It was then unanimously agreed that.

**357**—WHEREAS, The General Passenger Committee has nominated Mr. W. B. Shattuc as its passenger arbitrator; therefore, be it

Election of W.  
Shattuc as  
Passenger  
Arbitrator.

*Resolved*, That this Association hereby confirms and elects Mr. W. B. Shattuc as Arbitrator of the Passenger Department, subject to the action of the committee as to his term of service and salary.

Assistant Commissioner Daniels presented the following questions, recommended by the Passenger Committee for decision:

What companies are to be considered parties to the Passenger Agreement, and what punishment is to be inflicted for violation of the contract?

The control of intermediate business.

The addition of a new section to the contract providing for the inclusion of some territory in Ohio in the Passenger Agreement.

With reference to the first point, he stated that out of twenty-six companies supposed to be members of the Passenger Department, only eleven had signed the Passenger contract.

On motion,

**358**—*Resolved*, That a list of the roads which have not signed the Passenger Agreement be read, and each road signify its intention as to signing the Agreement, such vote, if favorable, being considered equivalent to signature,

Parties to  
Passenger  
Agreement.

and the following was the result:

The Wabash and Vandalia Companies agreed to sign the contract. The Baltimore & Ohio and C. W. & B. Railroads agreed to sign as to east-bound business only.

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The representatives of the I. B. & W., N. Y. P. & O., C. & G. T., D. G. H. & M. and N. Y. C. & St. L. Companies were not prepared to vote. The C. A. & C., D. L. & N., Valley R'y, Grand Trunk, O. & M. and P. & L. E. Companies were not represented.

The Assistant Commissioner here stated that he had copies of the contract on file in his office, signed by the managing officers of the following lines :

Cleveland, Columbus, Cincinnati & Indianapolis R'y.  
Cincinnati, Indianapolis, St. Louis & Chicago R'y.  
Chicago, St. Louis & Pittsburgh R. R.  
Indianapolis & St. Louis R'y.  
Jeffersonville, Madison & Indianapolis R. R.  
Lake Shore & Michigan Southern R'y.  
Louis. & Nash. R. R. (Louisville & Cincinnati Div.)  
Michigan Central R. R.  
Pennsylvania Company.  
Pittsburgh, Cincinnati & St. Louis R'y.

Mr. Broughton stated that on the 10th day of July last, his line consented to enter the Passenger Department of the Central Traffic Association. Since then, on account of the general demoralization caused by roads members of this Association cutting rates, the receipts of his company have dwindled from eight to one. He asserted that his company had rigidly adhered to every obligation they had made as to the maintenance of fares, and he hoped the understanding on which the Agreement was based would be kept.

The Commissioner corroborated Mr. Broughton's statement as to the prevailing demoralization of rates, and stated his belief that the Chicago & Atlantic road had maintained fares better than any Chicago road in the Passenger Department.

In connection therewith, he stated that a fund for the redemption of tickets, and designed to remedy the cutting of rates, had been placed in his hands; the Chicago & Grand Trunk Company had requested the return of their portion,

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

which request he had declined until the action of the Association so authorized him.

After considerable discussion as to the best plan of maintaining passenger fares, it was

*Resolved*, That the various local Associations endeavor to restore fares temporarily, and that the Commissioner use all reasonable effort to get the passenger agreement signed.

*Resolved*, That the resolution recommended by the General Passenger Agents, September 30, for the redemption of tickets, be sent to all the Managers for approval, and the delinquents be requested to pay their unpaid assessments to such fund.

A resolution recommended by the General Passenger Agents, September 30, was confirmed by the Association, the Chicago & Atlantic voting with the understanding that only their issues since July 10, were to be redeemed.

The resolution is as follows :

**359**—*Resolved*, That the Assistant Commissioner be, and is hereby authorized to use the funds now in his possession for the prompt redemption of all forms of transportation that may be purchased after this resolution takes effect, that may read from any point covered by the contract of the Central Traffic Association, Passenger Department, and the amount charged to the initial line over which the transportation reads. Tickets of the issue of initial lines to be redeemed at tariff rates, regardless of prices paid, and all other forms of transportation, including the return portion of Trunk Lines issues, shall be redeemed at the rates paid for the same, it being understood that the representative of any line party to this Agreement is authorized to purchase any form of transportation covered by this resolution. And upon presentation of the same to the Assistant Commissioner, such transportation shall be promptly redeemed, when it is accompanied by a statement to the satisfaction of the Assistant Commissioner that the transportation in question was not exchanged for tickets over any line member of this Association.

Assistant  
Commissioner to  
redeem tickets.

This resolution to take effect five days from date it is sent out by the Assistant Commissioner, with notice as to the date it shall take effect ; and shall be in full force during the life of the contract.

The action of the Executive Committee on the 25th of May, 1886, as to the inclusion of Ashland, Beardstown, Alton, and Wann in the St. Louis pool, was recalled by the Commissioner,

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

who stated that the Chicago & Alton declined to put that business in the St. Louis pool if it was required to participate in the balances thus produced.

On motion, it was

land,  
ridtown, etc.,  
orm a separate

**360**—*Resolved*, That the former action of the Association be rescinded, and the proposal of the Ohio & Mississippi, and Indianapolis & St. Louis Companies to form a separate pool of this traffic be confirmed, and the Commissioner be authorized to proceed accordingly.

The interchange of statistics between the Central Traffic Association and the Chesapeake & Ohio Road, proposed by the Commissioner, was confirmed.

On motion,

*Resolved*, That the statistics of 1882 be dropped in the preparation of data, for the subject of arbitration in the passenger pool.

Mr. James Smith of the Wabash Company, voting subject to an interview with his Passenger Agent.

Adjourned.

G. R. BLANCHARD,

C. H. McKNIGHIT,

COMMISSIONER.

SECRETARY.

CHICAGO, September 20, 1886.

MAJORITY REPORT OF COMMITTEE ON REVISION  
OF CONTRACT.

*To the Managers of the Central Traffic Association:*

*Gentlemen*,—The committee appointed by the **association** in New York, August 19, 1886, has considered the contract submitted by the Commissioner, and respectfully reports :

As now amended and presented for your consideration, it embodies the features that have proven most needful and efficient in the Trunk Line Commission and other traffic associations, and is believed to provide all that can be reasonably anticipated under the present plan of coöperation. Among the leading changes from the present methods, we recommend :

1. More adequate provision for including **short haul traffics**

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

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now exempted, but which directly and indirectly affect longer hauls, larger traffics and greater revenues.

The present system leaves uncontracted and uncontrolled a large number of interior common points, having an aggregate traffic of important magnitude. It does not provide a remedy or agreement at local points adjacent to the exempted common points, where competition may be equally active and actual as via two lines from the same point, more than it exempts important traffics from contract cities if they only stop short, on their first billing, of the Trunk Line termini. The exemptions stimulate evasion by short billing ; the billing from fictitious origin points ; the formation of new routes ; the abnormal increase of traffics via new junctions ; the building of short connections in order to establish such exempted junctions and routes ; a preference by railroads which are in more than one pool, for the one in which they can get the largest percentage ; the establishment of an increasing number of intermediate markets on the various routes of property eastward ; the inability to deny equal privilege at an increasing number of such points if the old ones continue much longer unregulated ; and the depletion of tonnages at contract points by lines possessing these dual facilities as against roads having no corresponding double or exempted outlets. It is, therefore, now the fact that some companies pay over balances for excesses of tonnage carried only because the total traffic is depleted by secondary and unreported routes ; whereas if the whole traffic known to be destined to the trunk lines were returned for division, the tonnages and balances would be changed. The reverse of this is of course true, that companies which thus deplete the main centres by the use of their alternate and unreported routes, do not pay anything for equal or larger excesses of the same traffics, going to the same ultimate destinations, simply because that excess is destined to short billed points or sent via evasive routes. This is clearly unjust.

We, therefore, propose that this short traffic shall be included in the main contracts or in subsidiary agreements, and have enlarged the number of points which should be contracted.

The Trunk Lines include all tonnages in their eastward division which pass from all their western termini to any and all stations eastwardly, near or remote. If, for example, Albany and Baltimore traffics were excluded because they were water transfer points and markets on competing routes to New York, as are the lake ports on the route to Buffalo, the Trunk Line agreement would clearly speedily fail. It is believed by your committee that the same reasons should now include your short traffics, at least of grain and its products and provisions.

2. The principle of permanent arbitration. It provides a more speedy and uniform judgment from at least one mind charged with the duty of keeping currently familiar with all the important affairs of the Association, and looking at all its localities and interests impartially.

3. The incentive to the constant reopening of percentages and the control of traffic for that purpose, is sought to be modified by stated periods in which redvisions may be argued. The period of one year may be so short as not to remove unjust incentives to increase tonnages. The further suggestion is alternately presented that no case be reopened unless in the judgment of the permanent arbitrator the circumstances warrant it. This latter will provide for just causes of emergency likely to arise, such as great crop failures, the control of new connections, opening new lines, and the various natural, commercial and financial causes that will operate over so large an area and among so many railways which may properly require speedy judgments. At the same time it is believed it would debar rearbitrations upon insufficient grounds, or because of increased tonnages improperly secured.

4. We have included westwardly as well as eastwardly traffic in the Agreement for palpable reasons which seem to require no review or argument.

5. We have enlarged and defined the scope and methods of arbitration.

6. We have provided that intermediate traffics between

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

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competing points shall not be carried at less rates per mile than through traffics.

7. We have made the divisions of rates a subject matter of arbitration.

These more important alterations in the Agreement are, with the minor ones, commended to your close scrutiny.

The portion of the Agreement defining the relations of the Central Traffic Association to the Trunk Line commission is incomplete. It is hoped that an agreed memorandum, covering that important subject, can be presented at your meeting on the 29th inst.

It is not clear how the Agreement can be shortened without omitting due provision for contingencies which experience should now anticipate by adequate rules.

The arguments used in connection with freight apply in varying degree to the passenger traffic as well.

In submitting this report, a brief review of the various contracts covering through traffic within your territory may be permitted.

The Trunk Line Commission was organized in 1877.

The first agreements for the control of through eastward traffic from your present territory were made in 1879. They provided a basis by and on which excesses or deficits of tonnage actually carried were adjusted between the carriers so as to allow the actual transporters of an excess, assumed rates of carrying cost on the various classes, whether money was paid or excesses of tonnage in one class were paid over by converted or equated tonnages in other classes. This, of course, left the lines in tonnage deficit also short of their shares of the gross money earned, and which they had been in effect awarded. Under this plan, a line that was awarded 20 per cent might, perhaps, get and retain 25 per cent of the gross moneys earned, while another, also entitled to 20 per cent, might secure but 15 per cent. It did not seem to sufficiently remove the incentive from the lines in excess to maintain that excess. On the contrary, it paid them at least cost for trying to keep it

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

and get more, plus also their percentages of the residue of gross earnings on the same tonnage after cost was deducted. It operated the same way in stimulating deficit companies to regain their lost traffics. It incited both parties to struggle for the same business with new percentages in view, besides the minor advantages which the control of large tonnages gave the parties in dealing with connecting lines, etc. For these and other reasons that contract failed of its purpose.

The next forms of eastward contract were those made in 1882 and 1883. In them a nearer approach was made to gross money adjustments by providing that percentages of the New York rate should be paid for current over-carriage, but the final cash settlements reinstated the former allowances of assumed costs for carrying the various classes.

Your present contracts mark the third coöperative stage by dividing all the uniformly averaged gross earnings of the agreeing lines on eastward through traffic only, in actual gross money settlements, made final bi-monthly, the balances so found being then paid for over-carriage, and made recoverable only by an under-carriage to an equal amount in other periods.

Its greater fairness in dividing the entire money earned by all lines from like traffic in fixed proportions ; the more equitable interests the parties thus derive from each other's traffic ; the penalty nature of paying over all earnings upon over-carried traffic, and therefore the greater stimulus to transferring freight, remove some of the incentives before referred to, and are among the advantages of the present method. You tardily adopted it, notwithstanding its benefits were demonstrated earlier in the Iowa and South-Western agreements.

In submitting the amended agreement and this report, your committee are of the opinion that the contract possesses many defects. There should be a more complete merger of interests, more in the nature of a business partnership, where every source of income is justly shared, and no part of it lessened, increased or diverted, to affect the remainder, or the interest of one associate at the undue expense or wrong of another.

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

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We therefore recommend the following general outlines of a broader plan to be considered by the Association.

That every railway within the proposed territory of the Association be urged to join it in both freight and passenger traffics.

That the gross freight and passenger earnings of each company be tabulated for a series of years, the passenger statements to include incomes from mail and express.

That, based upon these general data, the gross revenues of each traffic be apportioned between the companies severally in separate freight and passenger contracts, excluding no earnings of the participants, unless for well defined reasons, such as the use of terminal facilities by roads not parties to the Association, etc., or special well marked traffics, like coal or coke.

That boards of Control and of Arbitration from time to time consider exceptional conditions proceeding from leading causes, such as the failure of crops in certain sections, great crops following poor ones, or vice versa, or special causes affecting a portion of the territory by the opening of new roads therein which do not affect other sections, etc., but limiting changes in percentages substantially to those produced by such justifiable causes.

That a clearing house be provided as a needful adjunct to this plan. Your committee believe that this plan would give greater coherency and joint interest to traffic management; that needless construction of rival lines would be more properly discouraged by all, and that the leading weakness of the present system, which excludes large portions of the rival traffic of the parties, could be avoided by including it all in both directions.

It is believed it would remove many geographical issues because every principal city would have a share of the traffic passing through the present evasive gateways, and vice versa; it would be one gross money purse of all the incomes derived in the same territory, where prosperity and adversity affect all carriers nearly alike or within very small differences of pro-

portion. Each participant would then have but one freight and one passenger percentage as a railway, covering all its traffic between all points, instead of as now, the same number multiplied by the number of contract points each road reaches. There would not be need for diversions of traffic, or the consequent objections of the public thereto ; each road could carry as much tonnage from each city as was natural to it ; the cities would not be separately pooled ; it would necessitate a broader basis to justify reopening arbitration ; it would give each company a closer interest to protect the interests of all, upon the good ground that any circumstance of general application affecting one associate well or ill, should be borne by all in due share. It would afford more adequate protection to the companies whose large revenues are often attacked and injured by smaller ones, yet would give the latter equal protection if they participated and acted in good faith ; it would enable the participants to greatly lessen their expenses, and it would induce all to watch any needless waste of revenues by any, because such waste would affect all in some appreciable measure.

It is believed that this more comprehensive plan would also more fully protect the public. It is based upon the concession that a community of railroads within a territory should, and would thus carry, at impartial, uniform, and reasonable rates, the aggregate business of a community of merchants as the latter may divide it, at charges adjusted upon a basis of geographical equities as between localities, and personal equality as between patrons, yet at rates limited by rival lake, river, and canal water routes to reasonable standards. The public are entitled to such like and reasonable charges for like service. The reverse has followed mainly from the senseless and depleting struggles of railways against each other, in which they enlisted forwarders who were offered or demanded a preference, as the price for their traffic and influence.

Individual and geographical discriminations thus further ensued, and commercial values have frequently been affected by it. Well-intending merchants and railways were subject to

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rival shippers and carriers, combined to act on contrary principles; rates were reduced to unprofitable levels and below those paid for railway carriage in any other country; railway incomes were wasted, and their security holders impoverished. There will long be found some railways and some patrons to advocate methods from which they derive preferential benefits, but it should be the purpose of this organization to harmonize its relations with the public, and act impartially between them as well as among its members, and thus secure a double support. It is believed that the better mercantile sentiment of the country will now support the associated railways in any plan of railway coöperation which corrects previous wrongs, prevents others, and limits railway charges to fair and reasonable amounts. We believe that the actual coöperation of boards of trade with our organization could be secured upon such a basis.

We remain, respectfully,

H. B. LEDYARD,  
L. J. SEARGEANT,  
S. BURKE,  
G. G. COCHRAN,  
G. R. BLANCHARD.

The other members of the committee were not present at the meeting, and have not yet approved or dissented from the report.

G. R. BLANCHARD.

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MINORITY REPORT OF COMMITTEE ON REVISION  
OF CONTRACT.

*To the Managers of the Central Traffic Association:*

*Gentlemen,—*I desire to dissent from some of the conclusions of a majority of the committee to whom was referred the revision of our contract. I am in substantial accord with them upon the additional remedies proposed in the contract submitted. So far as they go I am in favor of it. The recommendation at the close of the report that the entire earnings of all lines,

freight, passenger, mail and express, should be pooled, I am not prepared to agree to. It seems to me it is impracticable at present and therefore unwise to attempt it. The railway managers, and the communities which they serve, must be gradually educated like every other business, step by step. If we attempt the impossible, we shall fail of getting what good might be obtained by adopting a portion of the remedies which can be carried. All will agree that something must be done. For several months we have had iron-clad pools at all large competing points, and yet the rates have been continually shaded from three to five cents at each and every one of those places. The system of revising percentages, seems to be an inducement to managers, and freight and passenger agents, to use every means in their power to increase their business, even paying away all they get for it, hoping and expecting to make it up in a future revision. Nothing has been accomplished as yet by this association to reduce the enormous expense which railroads are laboring under to secure business. The streets are lined with gaudy offices and are full of solicitors, and commissions are paid at every cross-road. In spite of all this, each company carries about the same percentage, but the amount received is very much less. Our efforts have also been confined to through tonnage, which plays a very small part in the aggregate which makes up the earnings of a railway. It has seemed to me, that if three things could be done, we could save a large amount of money. *First*, that permanent arbitrators should be appointed, and the percentages fixed should not be changed for three years by any act over which the managers had control. *Second*, that all solicitors should be dispensed with, and all commissions of any name or nature, in both passenger and freight business, stopped. *Third*, that the earnings from grain and its product, and live stock and its product, should be pooled, whether from local or through business. These are the two leading articles which enter more than anything else into the active competition of railways. If these were pooled, and it worked satisfactorily, it could be enlarged from year to year by taking in other articles. On the other hand it is not

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so great a departure as to affect the identity of railways or their managers, or to work permanent injury if not found satisfactory. In order to get at this I have provided that the tons per mile of these products carried by the different roads should be made up and business pooled on this basis. This would avoid the trouble that we have met with where roads, like the Wabash for instance, have several lines. It will make no difference which way the business goes, as it will all count in the tons per mile. In the event of any line not joining this plan it will also prove advantageous, as it will apportion the loss upon all the railroads in this association, instead of compelling one to bear it entirely. Hoping that this may meet the favorable consideration of the managers, and either in this or some amended form be adopted at once, I have the honor to be,

Very respectfully,

M. E. INGALLS.

CINCINNATI, October, 1886.

PROPOSED RESOLUTIONS ACCOMPANYING MINORITY REPORT.

*Resolved*, That commencing January 1, 1887, and continuing until December 31, 1889, the companies interested in this Association hereby agree to report each month, the tons carried one mile, of grain and its product; also of live stock and its product, and account to this Association at the rate of five mills per ton on the same. Of the gross amount thus made up, each company shall be entitled to the proportion in the respective classes which its tons carried in the year 1885 bears to the general aggregate.

*Second*, Three permanent arbitrators shall be chosen at once, to whom all disputes of any name or nature shall be referred.

*Third*, Any company feeling dissatisfied with the allotment which its aggregate for the year 1885 gives it, may within ninety days ask for a hearing before said arbitrators, and the award which they make shall be final. The percentages fixed by this allotment, or by arbitration, as before stated, shall not be changed during the three years, except any party or parties may ask to have the allotment revised on account of change in crops or any circumstance over which it has no control, or in case of the building of any new line which gives it new business, and provided further that the question of whether said new

## CENTRAL TRAFFIC ASSOCIATION, OCTOBER 20 AND 21, 1886.

line was needed and legitimate, and whether any percentage shall be allowed for it, shall be left to said arbitrators.

*Resolved*, That commencing January 1, 1887, and continuing until December 31, 1889, the companies interested herein agree to employ no solicitors of freight or passengers in the territory of this Association, and pay no commissions for securing business, either freight or passenger, during the said time in said territory.

## STATEMENT ACCOMPANYING MINORITY REPORT.

Proportion which grain and its product bears to other business. Also live stock and its product.

1883.

	Grain.	Live Stock.
B. & O. R. R .....	20.62	9.71
Chicago & Atlantic R'y .....	27.	24.06
C. St. L. & P. R. R .....	27.	11.02
C. H. & D. R. R .....	35.	9.01
C. I. St. L. & C. R'y .....	28.80	7.92
C. W. & B. R. R.....	32.01	9.07
C. C. C. & I. R'y .....	23.05	9.05
Hocking Valley R. R .....	2.02	.04
I. B & W. R. R .....	50.	3.
L. E. & W. R'y.....	52.93	3.32
Lake Shore R'y.....	21.09	8.02
Nickel Plate R'y .....	31.60	15.11
N. Y. P. & O. R. R.....	17.54	3.36
O. & M. R'y .....	35.	6.
P. C. & St. L. R'y.....	19.07	7.02
P. F. W. & C. R. R.....	13.17	9.17
Wabash R'y .....	30.22	6.05

## PROCEEDINGS OF A MEETING OF THE

CHICAGO COMMITTEE,  
COMMISSIONER'S OFFICE, CHICAGO,

THURSDAY, OCTOBER 21, 1886.

## Present:

L. J. Sargeant, Vice-President,	- - -	C. & G. T. R'y.
W. J. Spicer, General Manager,	- - -	
Geo. B. Reeve, Traffic Manager,	- - -	M. C. R. R.
H. B. Ledyard, President,	- - -	
J. T. R. McKay, General Freight Agent,	- - -	L. S. & M. S. R'y.
D. S. Gray, Western Manager,	- - -	Union Line.
Orland Smith, Third Vice-President,	- - -	{ B. & O. R. R.
C. S. Wight, Assistant General Freight Agent,	- - -	
D. W. Caldwell, Receiver,	- - -	N. Y. C. & St. L. R'y.
M. E. Ingalls, President,	- - -	C. I. St. L. & C. R'y.
G. R. BLANCHARD, Commissioner.		

The relations of the Chicago & Atlantic Company to the Chicago Committee, at Chicago, being under consideration the Commissioner submitted the following memorandum :

The parties to the Chicago Agreement of January 1, 1886, desiring the coöperation of the Chicago & Atlantic Company therein, considered the following :

361--1. That nothing herein waves the principle of arbitration. It rather recognizes it by continuing to that company up to February 1, 1887, the percentages awarded to it by the last arbitration to which it was a party, in view of facts alleged by that company to complicate its earlier similar determination.

Relations of  
Chicago & Atlantic  
R'y to Chicago  
Committee.

2. That from November 1, 1886, to February 1, 1887, the Chicago & Atlantic Company agreed to maintain full tariff rates, in common with all the other parties, and return and account for its like traffic to the Commissioner as do other

CHICAGO COMMITTEE, OCTOBER 21, 1886.

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companies, including its revenue from Wabash eastward tonnage as a part of its share of the whole to which it is entitled.

3. If this results in diminishing the traffic of the Chicago & Atlantic Company proper, via Marion, to pooled points below nine and one-half per cent of the aggregate then pooled under the Chicago contract, the Commissioner is authorized by the other companies to divert to said Chicago & Atlantic Company enough traffic from pooled points at tariff rates to equal said nine and one-half per cent.

4. If, *per contra*, the Chicago & Atlantic Company carries an excess over nine and one-half per cent, it shall, in like manner, divert such excess in tonnage at tariff rates to the other parties.

5. It is conditioned that the Erie and Chicago & Atlantic Companies continue to send, via Chicago, all traffic they have heretofore influenced and controlled via that city.

6. It is also conditioned that the Chicago & Atlantic Company then arbitrate the share of the Chicago dead freight traffic, to which it shall be entitled after the 1st of February, 1887.

7. It is also conditioned that the Chicago & Atlantic Company agree to the immediate arbitration of its Chicago live stock percentage, to take effect November 1, under the conditions of the Chicago Agreement.

It is also desired that the date as to pool shipments via said Chicago & Atlantic route from January 1, 1886, to November 1, 1886, be supplied to the Commissioner, who is authorized, in exchange, to supply those of the Association from Chicago to the Chicago & Atlantic Company.

8. The Chicago & Atlantic Company is to put its North Judson through pooled traffic in the Chicago pool, and its allowance therefor, in addition to said nine and one-half per cent shall be arbitrated as of November 1, 1886, provided,

9. That in like manner the similar traffic of the C., St. Louis

CHICAGO COMMITTEE, OCTOBER 21, 1886.

& P. and the Nickel-Plate Railways shall be included, arbitrated at the same time.

The Commissioner was authorized to proceed to negotiations on this general basis.

The subject of the Wabash business via Chicago & Atlantic being next considered, the Commissioner explained the view of the parties claiming that any party to the Chicago pool receiving Chicago traffic east of Chicago from roads not members of the Chicago pool, should report those earnings for division under the Chicago contract. He also stated that proposals were now pending for adding to these irregular lines.

After full discussion the following proposal was formulated :

**362**—That any and all parties to the Chicago Agreement who now receive Chicago traffic as determined and defined by that contract, at any point east of Chicago, shall return in the proportion in which they divide the rates from Chicago to Buffalo or the Trunk Line termini, the like share of the forty per cent of New York rates contributed for division under the Chicago contract.

W., St. L. & P. R  
business via  
Chicago & Atlan  
R'y.

Statements of all said traffic and money to cover the same on the above basis shall be remitted to the Commissioner on all said shipments made from Chicago on and after November 1, 1886, until otherwise agreed, and the Commissioner shall hold said funds as trustee for the parties until the disposition of the same shall be decided by arbitration.

All the parties present agreed thereto, subject on the part of Mr. Seargent and Mr. Gray to ratification by their general managers.

It was also agreed that subject to advice of such ratification, to be sent to the Commissioner as speedily as practicable, no outside lines carrying traffic embraced in the limits of the Chicago pool, should be used by any of the parties to the Chicago pool over any portion of their systems.

The Commissioner was authorized to proceed to negotiations on this general basis.

Adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

PROCEEDINGS OF A MEETING OF THE  
**ST. LOUIS COMMITTEE,**  
 COMMISSIONER'S OFFICE, CHICAGO,

**FRIDAY, OCTOBER 22, 1886.**

**Present :**

H. H. Courtright, Genl. Freight Agt.,	-	Chicago & Alton R. R.
James Smith, Genl. Traffic Mgr.,	-	W. St. L. & P. R'y.
H. W. Hibbard, Genl. Freight Agt.,	-	Vandalia Line.
Edgar Hill, Genl. Freight Agt.,	-	I. & St. L. R'y.
William Duncan, Genl. Freight Agt.,	-	Ohio & Miss. R'y.
E. W. Braisted, Chief Clerk,	-	St. L. Jt. Agency.

**Also :**

H. S. Depew,	-	Formerly Joint Agent, St. Louis, Mo.
G. R. Blanchard,		Commissioner.

The meeting convened at 11 o'clock A.M.

After full discussion on the subject of a new arbitration of percentages of the St. Louis east-bound traffic, the period which the arbitration should embrace and the appointment of arbitrators, the following resolutions were unanimously adopted :

ointment of  
litrators, etc.

**363**—*Resolved*, That H. S. Depew and H. C. Wicker are hereby appointed to arbitrate the dead freight and live stock percentages, to which each party to the St. Louis Agreement of February 1, 1886, shall be entitled to those traffics respectively, from February 1, to a date not earlier than December 31, 1886; it being understood and agreed that those gentlemen shall choose a third arbitrator before proceeding to the consideration or determination of said percentages, and the award of a majority, or all said board, shall be final and conclusive, and binding upon all the parties, and drafts drawn by the Commissioner in accordance therewith shall be promptly honored without further question or delay.

It is agreed that no delays or non-compliance with the terms of the Agreement as to allowances of time for arbitration, etc., shall affect or be pleaded against the award.

## ST. LOUIS COMMITTEE, OCTOBER 22, 1886.

*Resolved*, That the percentages so awarded by said board shall continue after said December 31, 1886, until thirty days' notice shall have been given in writing to the Commissioner of a desire to re-arbitrate for new percentages, which notice shall date as from the first of the month next succeeding the date of the notice.

*Resolved*, That any party desiring to present additional arguments shall submit the same to the arbitrators, before November 10, on which date the arbitrators are asked to proceed without further delay. The arbitrators may call for additional facts or papers they may desire from the parties interested and the Commissioner.

*Resolved*, That pending said award, settlements of money balances shall remain in abeyance.

*Resolved*, That the award of Mr. Doherty in the case of the Wabash Company's claim for exempted traffic in April, 1886, is hereby accepted and confirmed.

Adjourned.

G. R. BLANCHARD,  
COMMISSIONER.

## CIRCULAR No. 31.

CHICAGO, October 23, 1886.

## ADVANCED BILLING WEIGHTS ON LIVE STOCK.

**364**—The following resolutions were adopted at a meeting of this Association, held at Chicago, October 21, 1886.

need billing  
its on live

*Resolved*, That at all billing points within the territory of this Association, all live stock destined to any point be way-billed at the following weights, to take effect at once.

Horses and mules.....	20,000 lbs.
Cattle .....	25,000 "
Hogs, single deck.....	18,000 "
Hogs, double deck.....	28,000 "
Sheep, single deck.....	16,000 "
Sheep, double deck.....	20,000 "

Except from Chicago and other points, where actual weights are ascertained at the time of loading, which actual weights will be shown on the way-bills in preference to the foregoing, subject, however, to the following minimums:

The above billing weights will be subject to correction at all delivery points within the limits of the Central Traffic Association, subject to the following minimums, which will be charged in any case.

Horses and mules.....	20,000 lbs.
Cattle .....	20,000 "
Hogs, single deck.....	16,000 "
Hogs, double deck.....	22,000 "
Sheep, single deck.....	14,000 "
Sheep, double deck.....	18,000 "

The weights first above stated will be charged both westwardly and eastwardly on local as well as through shipments, subject in all cases to reduction to actual weights not below the weights last above stated, and subject as to local shipments in Illinois to the laws of that state fixing rates per car.

G. R. BLANCHARD,

C. H. McKNIGHT,

COMMISSIONER.

SECRETARY.

PROCEEDINGS OF A MEETING OF THE  
**PEORIA COMMITTEE,**  
GRAND PACIFIC HOTEL, CHICAGO,  
THURSDAY EVENING, OCTOBER 21, 1886.

Present: Messrs. Wm. Sage, G. J. Grammer, H. D. Gould, H. C. Diehl, James Smith and Commissioner Blanchard.

After an extended discussion the following resolution was unanimously adopted:

**365**—*Resolved*, That E. P. Ripley and H. C. Wicker are hereby agreed to as arbitrators for the Peoria East Bound percentages under the contract of February 1st, with the understanding that, if they differ in their judgments, they shall call in a third, and two of the three so elected shall decide. Said percentages shall take effect, when awarded, as of February 1, 1886, and the same shall continue until December 31, 1886, and thereafter according to the terms of the Peoria agreement.

It is agreed that no failure to comply with the time allowed the arbitrators or any other technicality of the contract shall operate as a bar to a delay of the award.

It is further agreed that drafts drawn by the Commissioner in final settlements of contract balances, in conformity to said award, shall be honored by the parties for their respective proportions of said balances, and paid by their treasurers without further delay or objection.

G. R. BLANCHARD,  
COMMISSIONER.

## CIRCULAR No. 32.

CHICAGO, October 23, 1886.

## EXCHANGING BILLS OF LADING.

Exchanging bills of lading. **366**—At a meeting of the Central Traffic Association held October 21, 1886, it was

*Resolved*, That no bills of lading shall be issued on any class or kind of property on surrender of the bills of lading of connecting lines until the property is actually in the possession of the road by which the same is to be forwarded.

You are respectfully requested to conform thereto.

G. R. BLANCHARD,

C. H. McKNIGHT,

COMMISSIONER.

SECRETARY.

CHICAGO, November 5, 1886.

## CALL FOR GENERAL MEETING.

*To the Managers and General Passenger and Ticket Agents of the Central Traffic Association:*

Call for general meeting at Chicago. **367**—*Gentlemen*,—At a meeting of this Association held October 21, 1886, the following resolution was unanimously adopted:

*Resolved*, That when this meeting adjourn, it adjourn to meet on Wednesday, November 17th, and to remain in session until the business then before it shall be completed.

Pursuant thereto, I respectfully call a meeting of the Association to be held at the Committee rooms, Chicago, November 17, 1886, at 11 o'clock, a. m., and urgently request a full attendance.

The subjects to be considered are as follows:

*First*. The report of the Committee on the Revision of the Contract for the Organization of the Association.

*Second*. The report of the Committee on additional pools.

*Third*. The report of the Committee of Conference with the Trunk lines on the relations of the Lehigh Valley and

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Chesapeake & Ohio Companies to the Central Traffic Association.

*Fourth.* The report of the Committee to recommend a permanent arbitrator for the Freight Department.

*Fifth.* The report of the committee on the division of expenses on diverted freight delivered at seaboard.

*Sixth.* The operation of the resolutions advancing the billing weights on live stock to cover the excess weights not now being charged for.

*Seventh.* A new basis for the division of the expenses of the Association.

*Eighth.* More definite authority for joint agents to promptly examine records at points of shipment.

*Ninth.* The discontinuing of existing divisions with Pacific Lines after the close of the present year, referred to us by the Trunk Lines.

*Tenth.* The recommendation of the General Passenger Agents that a new section be added to Article 2 of the Passenger Contract, as follows:

Between the termini named in Section B of Article 1, and Lima, Ohio, Defiance, Ohio, and points beyond, via either of these points, not included in any other division.

*Eleventh.* The question of the payment of passenger commissions to agents in Trunk Line territory.

*Twelfth.* The adoption of some agreement covering interior passenger business.

*Thirteenth.* The question of selling round-trip tickets by the Trunk Lines, including the B. & O. R. R., into or beyond the territory of the Central Traffic Association, or by the lines in the Central Traffic Association, to points in or beyond the territory of the Trunk Lines.

Any other business pertinent to the freight or passenger traffic of the Association.

G. R. BLANCHARD,  
COMMISSIONER.



PROCEEDINGS OF A MEETING OF THE  
**CENTRAL TRAFFIC ASSOCIATION,**  
 COMMITTEE ROOMS, CHICAGO, ILL.

*WEDNESDAY, NOVEMBER 17th, 1886.*

The meeting convened at 11 A. M., the following Companies being represented:

Baltimore & Ohio R. R. ....	Orland Smith, C. S. Wight.
Cleveland, Columbus, Cin. & Ind'p'l's R'y ....	S. Burke, G. M. Beach, Edgar Hill.
Chicago & Grand Trunk R'y. ....	W. J. Spicer, G. B. Reeve.
Cin., Ind'p'l's, St. Louis & Chicago R'y. ....	M. E. Ingalls, H. J. Page, W. C. Hobbs.
Cincinnati, Hamilton & Dayton R. R. ....	C. C. Waite, A. H. McLeod.
Cincinnati, Washington & Baltimore R. R. ....	Orland Smith, R. M. Fraser.
Chicago, St. Louis & Pittsburg R. R. ....	D. S. Gray, Wm. Stewart.
Cleveland & Pittsburg R. R. ....	D. S. Gray, Wm. Stewart.
Detroit, Grand Haven & Milwaukee R'y. ....	W. J. Spicer, G. B. Reeve.
Evansville & Terre Haute R. R. ....	G. J. Grammer.
Grand Rapids & Indiana R. R. ....	J. H. P. Hughart, C. E. Gill.
Grand Trunk R'y. ....	T. Tandy, representing L. J. Sargeant.
Indiana, Bloomington & Western R'y. ....	C. E. Henderson, H. C. Diehl.

## CENTRAL TRAFFIC ASSOCIATION, NOVEMBER 17, 1886.

Indianapolis & St. Louis R'y.....	{ S. Burke, G. M. Beach, Edgar Hill.
Indianapolis & Vincennes R. R. ....	{ D. S. Gray, Wm. Stewart.
Jeffersonville, Madison & Indianapolis R'y.....	R. W. Geiger.
Lake Erie & Western R'y.....	{ J. H. Cheney, W. S. Weed.
Louisville, New Albany & Chicago R'y.....	{ J. B. Carson, W. H. McDowell.
Louisville & Nashville R. R. ....	{ J. M. Culp, John Newell,
Lake Shore & Michigan Southern R'y.....	{ J. T. R. McKay, R. H. Hill.
Michigan Central R. R. ....	A. Mackay.
New York, Chicago & St. Louis R'y.....	{ D. W. Caldwell, G. B. Spriggs.
New York, Pennsylvania & Ohio R. R. ....	G. G. Cochran.
Ohio & Mississippi R'y.....	Wm. Duncan.
Pittsburg, Cincinnati & St. Louis R'y.....	{ D. S. Gray, Wm. Stewart.
Peoria, Decatur & Evansville R. R. ....	G. J. Grammer.
Pittsburg, Ft. Wayne & Chicago R'y.....	{ D. S. Gray, Wm. Stewart.
Toledo, Peoria & Western R. R. ....	H. D. Gould.
Vandalia Line.....	H. W. Hibbard.
Wabash, St. Louis & Pacific R'y.....	James Smith.

There were also present :

Thomas C. Moore, Joint Agent.....	Chicago.
M. L. Doherty, Joint Agent. ....	Indianapolis.
R. H. Campbell, Joint Agent .....	Louisville.
E. W. Braisted, Acting Joint Agent.....	St. Louis.
W. A. Brubaker, Joint Agent.....	Peoria.
J. J. Fletcher, General Freight Agent.....	C. V. & C. Line.
G. R. Blanchard.....	Commissioner.
C. H. McKnight.....	Secretary.

368—The following companies, members of the Association, were not represented at the meeting :

Chicago & Alton ; Chicago, Burlington & Quincy ; Chicago, Rock Island & Pacific ; Chicago and West Michigan ; Detroit, Lansing and Northern, and Illinois Midland.

Is not  
sented.

The Commissioner said there was a marked improvement in the situation as to rates compared with that of a month ago, but that he desired to call general attention to irregularities that still existed in dairy and refrigerator rates from Chicago, and the weakness in rates from interior Ohio to Philadelphia, and said the influence of his office and that of Commissioner Fink's had been uninterruptedly devoted to their correction.

He reported that the Committee on the Revision of the Contract for the Organization of the Association had met at his office, and after spending three days at their work had made many changes in the original draft of the agreement, to which he called attention.

On motion of Mr. Newell, seconded by Judge Burke, it was

**369**—*Resolved*, That the consideration of the proposed contract of the Central Traffic Association be taken up at the next meeting of the Association. To consider proposed contract at next meeting.

On motion of Mr. Ingalls, it was

**370**—*Resolved*, That the Commissioner be requested to correspond with each member of the Association and request him to either personally attend the next meeting or send some representative authorized in writing to vote on the adoption or rejection of the agreement both as to freights and passengers. To request attendance of representatives authorized to vote on contract.

The Commissioner read the report of Mr. Cochran, Chairman of the Committee on Lake and Interior Pools, which stated that his committee had assembled and considered the subject of the formation of Lake Pools but owing to the want of a quorum no final action could be taken.

On motion of Mr. Newell, it was

**371**—*Resolved*, That the committee be continued, and that the Commissioner be requested to ask the Executive of every road represented on that committee, to have his representative attend with instructions to conclude the business before the committee, and report at the December meeting of the Association. Committee on Lake and Interior Pools continued.

## CENTRAL TRAFFIC ASSOCIATION, NOVEMBER 17, 1886.

The Commissioner reported that the Committee of Conference with the Trunk Lines on the relations of the Lehigh Valley and Chesapeake & Ohio Companies to the Central Traffic Association, was in correspondence with the officers of those companies. He read the letters which had been addressed to them.

On motion of Mr. Newell, it was

Committee on  
elation of Lehigh  
Valley and C. & O.  
ty's to C. T. A.  
ontinued.

372—*Resolved*, That the committee be continued, and are requested to report at the next meeting of the Association.

The Commissioner reported that the Committee to recommend a Permanent Arbitrator for the freight department had met and had considered the subject referred to them, but in view of the fact that the Association had not yet adopted the contract containing the agreement to appoint a permanent Arbitrator, the Association would probably conclude to defer action.

On motion, it was

Committee on  
freight Arbitrator  
ontinued.

373—*Resolved*, That pending the adoption of the new agreement the committee be continued, and are requested to report at the next meeting of the Association.

The Commissioner reported that the Committee on the Division of Expenses on diverted freight delivered at the seaboard had taken no action pending the action to be taken by the Trunk Lines upon that subject.

The operation of the resolutions adopted at the last meeting, advancing the billing weights on live stock to cover the excess weights, was considered, and a communication was presented from the Buffalo Live Stock Committee asking that they be allowed a hearing before this meeting.

It was, thereupon

live stock weights.

374—*Resolved*, That the whole question of weights on live stock, together with the duty of meeting the committee from Buffalo, be referred to a committee of seven General Freight Agents, to be appointed by the Chair, to be selected from the roads that carry the largest amount of live stock, and that the committee report to the meeting of the Association this afternoon if practicable.

## CENTRAL TRAFFIC ASSOCIATION, NOVEMBER 17, 1886.

A new basis for the division of the expenses of the Association being next considered, the Commissioner stated the basis used in the present division, and the difficulty of making an exact apportionment between the lines.

On motion of Mr. Ingalls, it was

**375**—*Resolved*, That the subject of a new basis for the division of the expenses of the Association, be referred to a committee of all Auditors of all the roads members of the Association, and that they be requested to report at the next meeting of the Association.

Committee of  
Auditors to repor  
new basis for  
division of  
expenses.

**376**—*Resolved*, That they also be requested to audit the accounts of the Commissioner to date, and certify to their accuracy and the sufficiency of the methods and checks now in use.

Same Committee  
audit Commissio  
accounts.

On motion of Mr. Beach, it was

*Resolved*, That each company, if it so desires, may designate such other officer to assist its Auditor as it may select.

The subject of more definite authority to Joint Agents to promptly examine the records at points of shipment being considered, the following was offered :

**377**—*Resolved*, That the Commissioner may delegate the authority given to him to examine the records of roads to Joint Agents, who shall be empowered to make such examinations as the Commissioner may direct, and who shall have the same access to their books as authorized to the Commissioner.

Joint Agents to  
authority to exar  
records.

The ayes and nays being called for, the resolution was unanimously adopted.

The Commissioner presented 'correspondence' relating to the use of two single decks for one double deck stock car, the circular of the Lake Shore Company stating that 19,000 pounds would be the minimum weight adopted for its 28-foot cars, and the question of weights of dressed beef in refrigerator cars.

On motion of Mr. Carson, it was

**378**—*Resolved*, That the correspondence and papers relating to the live stock and dressed beef matters presented, be referred to the Committee of General Freight Agents to be appointed for the consideration of live stock matters.

Committee of  
General Freight  
Agents to consid  
live stock matter

## CENTRAL TRAFFIC ASSOCIATION, NOVEMBER 17, 1886.

The Commissioner announced as the committee the following: J. T. R. McKay, Wm. Stewart, A. Mackay, T. Tandy, R. M. Fraser, G. G. Cochran and Edgar Hill.

The Commissioner read correspondence relating to the divisions of rates with the Pacific Lines, and the action taken by the Trunk Lines discontinuing the present divisions.

On motion of Mr. Gray, it was

Commissioners to  
with Pacific  
regarding  
stages.

**379**—*Resolved*, That the Commissioner of the Central Traffic Association be authorized, in connection with the Commissioner of the Trunk Lines, to meet the representatives of the various Pacific roads to discuss with them the question of a revision of the existing percentages, and come to a decision with them upon the question.

The Commissioner called attention to the action of the Trunk Lines upon the resolutions adopted by the Central Traffic Association at its last meeting, and asked if all members were supplied with minutes of meetings of the Trunk Line Executive Committee. Several members replying in the negative, it was

Trunk Lines  
stated to  
be statistics.

**380**—*Resolved*, That the Trunk Lines be requested to exchange their statistics and data with Western roads so far as they relate directly to them.

The Commissioner called attention to the approval by the Trunk Lines of the rules for the regulation of the Joint Committee, and said suggestions had been made that possibly those committees may be simplified, and in view of the fact those committees are to be nominated at the next meeting, he would value, before that time, any suggestion of changes or additions to those committees.

It had been suggested that the Cotton and Tobacco Rate Committees should be consolidated into one committee; it should also be considered whether the present Classification Committee is a necessity as a permanent body.

On motion of Mr. Ingalls, it was

Amending  
ice in rates.

**381**—*Resolved*, That it is the judgment of this meeting that rates on all flexible classes should be advanced on December 1st to a 30 cent basis from Chicago, and that the Commissioner of this Association be requested to correspond with the Commissioner of the Trunk Line Association to carry out the same.

## CENTRAL TRAFFIC ASSOCIATION, NOVEMBER 17, 1886.

The vote was: Affirmative, 26; negative, 3, and one company declining to vote.

The Commissioner presented correspondence from the Pacific roads and Chicago, Milwaukee & St. Paul and Mr. DeBow, Manager of the California Express, stating that large contracts for copper could be made if the present rates were continued during the winter. It was

**382**—*Resolved*, That the recommendation of an advance should not apply to spelter and bullion rates, which shall remain subject to the decision after conference with the Chicago roads.

Spelter and bullion rates, which shall remain subject to the decision after conference with the Chicago roads.

The Commissioner reported the status of the arbitrations of the Peoria, St. Louis and Indianapolis percentages, and that the various companies that had given notice of withdrawal from the Association had cancelled such notices.

On motion of Mr. Ingalls, it was

**383**—*Resolved*, That when the meeting adjourn, it adjourn to meet on Tuesday, December 14th, 1886, at 10:30 o'clock.

Next meeting 14, 1886.

Judge Burke presented the following:

*Resolved*, That it is the sense of this Association that its objects will be greatly promoted by frequent meetings and full representation of all the lines interested, and to that end it is recommended that each railway in the Association be represented in all its meetings by some of its Executive Officers, and failing them, by some one expressly authorized to act for and bind the road so represented.

*Second*, That to avoid delays it is recommended that each road, in addition to the representative above provided, be requested to appoint and provide some proper and suitable person to represent it in all meetings in the absence of an Executive Officer, to the end that all questions affecting the interests of the Association may be promptly decided.

*Third*, That all railroads failing to be represented in any meetings shall be considered bound to the same extent as if present.

Judge Burke addressed the meeting in support of the resolutions.

On motion of Mr. Orland Smith, it was

*Resolved*, That action on the resolutions be postponed until the next meeting of the Association, and that in the meantime each member be furnished with a copy.

Recess at 2 o'clock.

## AFTERNOON SESSION.

The meeting reassembled at 4 P. M.

The Commissioner presented the new section, which was unanimously recommended by the General Passenger Agents should be added to Article 2, of the Passenger Contract, as follows :

Between the termini named in Section B, of Article 1, and Lima, Ohio, Defiance, Ohio, and points beyond via either of these points, not included in any other division.

On motion, it was

option of  
endment to Art.  
Passenger  
ntract.

**384**—*Resolved*, That the recommendations of the General Passenger Agents with reference to amending Article 2 of the Passenger Contract be adopted.

The Commissioner read a letter from Mr. E. P. Wilson asking that his compensation as Arbitrator for the Passenger Department be fixed by the Association, and a letter from the Assistant Commissioner stating the recommendation of the General Passenger Agents.

On motion, it was

ssenger  
bitrator's  
mpensation.

**385**—*Resolved*, That the recommendation of the General Passenger Agents to allow Mr. Wilson Five Hundred Dollars for his services as Arbitrator be approved, and that the amount be charged and distributed as are the general expenses of the Passenger Department of the Association.

The Commissioner said that the Passenger Committee desired action of the Managers as to whether Dunkirk, Cleveland and Erie shall be considered under the contract as Western Termini of the Trunk Lines.

Mr. Newell said he could not consider them as terminal points for business to those points, but would as to business passing through them to common points and territory.

It was

interpretation of  
ction H, Art. 2,  
ss. Contract.

**386**—*Resolved*, That the same interpretation be put upon the contract with reference to the passenger business between the points named as upon the freight, so that Section H, Art. 2, will read :

"All Passenger traffic which passes in either direction to, from or "through the termini named in Section B of Article 1, or which passes the "geographical line drawn from Buffalo to Pittsburg, via and through "Jamestown, Corry, Titusville, Oil City, Franklin, Foxburgh, Red Bank "and Butter Junction, and which traffic passes from or to points west of "Cleveland."

Mr. Gray said his vote would be in the affirmative, unless upon consultation he found that there are elements entering into the questions that do not enter into the freight question.

The question of the payment of passenger commissions to agents in Trunk Line territory being next considered, on motion of Judge Burke, it was

*Resolved*, That action upon the payment of passenger commissions be postponed until the meeting of the 14th of December, when it be taken up and acted upon.

The adoption of some agreement covering interior passenger business was then taken up, and the Commissioner reported the progress of the General Passenger Agents. He also detailed his interview with President Garrett of the Baltimore & Ohio upon the subject of round trip tickets, who stated his willingness to enter into an agreement to stop the sale of round trip tickets in the East and to protect the eastbound passenger traffic.

The Commissioner announced the following agreement between the Lake Lines in answer to the request of the Association for uniformity of action as to exchanging bills of lading :

"The Western Transit Company, Union Steamboat Company, and Erie & "Western Transportation Company will issue no bills of lading on any "class or kind of property on surrender of the bills of lading of any "of the roads with which they connect at Lake Michigan ports, until the "property is actually in possession of the company by which the same is "to be forwarded."

He reported that the committee on the compensation of the Passenger Arbitrator recommended the following tender to Mr. Shattuc :

## CENTRAL TRAFFIC ASSOCIATION, NOVEMBER 17, 1886.

der to  
Shattuc.

**387**—*Resolved*, By the committee, that the Commissioner of the Central Traffic Association communicate to Mr. W. B. Shattuc the proposition of a salary of five hundred dollars a month for his services in the capacity of Arbitrator of the Passenger Department of the Central Traffic Association; this engagement to be subject to termination on three months' notice by the Association.

The report of the committee was approved, and on motion, it was

*Resolved*, That the committee having in charge the selection of a Passenger Arbitrator be continued if it became requisite that the names of other nominees be considered.

A letter was read from Mr. E. R. Hyatt, Secretary of the Buffalo Local Committee, Middle and Western States Freight Association, quoting a resolution of that committee calling attention to the inconvenience to banks, consignees and railroad companies, arising from several cars intended for track delivery at Buffalo being included in one bill of lading.

On motion of Orland Smith, it was

*Resolved*, That the communication from Mr. E. R. Hyatt, dated Buffalo, Nov. 12th, 1886, be referred to the committee of seven appointed during the morning session.

The Commissioner said attention had been called to the diversion of Memphis and Southern traffic away from the pooled lines to the seaboard, via the Chesapeake & Ohio, and East Tennessee, Virginia & Georgia Lines. After statements by Mr. Culp and others, it was

: via C. & O.  
R.

**388**—*Resolved*, That the subject of rates via the Chesapeake & Ohio R. R., as related to the rates via the railways in this Association, be referred to the Commissioner of this Association, with a committee to be named by him, consisting of one representative from St. Louis, one from Evansville, one from Louisville, and one from Cincinnati.

mittee to  
ider same.

**389**—The committee appointed was: William Duncan, G. J. Grammer, J. M. Culp and D. S. Gray.

Mr. Spicer called attention to the demoralization caused by the war in express rates, and offered the following, which was adopted :

## CENTRAL TRAFFIC ASSOCIATION, NOVEMBER 17, 1886.

*Resolved*, That this Association ask the Presidents of the Trunk Lines to meet, and endeavor to come to some understanding, to control the Express Companies, and put a stop to the demoralization of rates that at present exists in regard to both east and westbound traffic.

Mr. J. T. R. McKay, chairman of the committee of seven on live stock matters, reported that the committee had met the committee from Buffalo. The principal complaint they had to make was on account of the delay, although they evidently would prefer minimum weights on different lengths of cars and no weighing. The committee presented two reports, a majority report signed by six out of seven, and a minority report signed by two out of seven; the seconder of the minority report having also signed it.

390—"The committee, after hearing the remarks of the members of the Buffalo Live Stock Committee, have thought that there may be some grounds of complaint as to the delay in making settlements of charges at Buffalo, and we recommend that the Commissioner take immediate steps to supply facilities to expedite the correction of way-bills at Buffalo. After going fully into the matter, we are of the opinion that sufficient time has not elapsed since the adoption of the present high billing weights at our meeting of October 20, to give it a fair and sufficient trial, and we would recommend that those billing weights be continued, and that the practice of weighing live stock on track scales at points of origin and en route be discontinued, and settlements made upon actual weights upon selling scales at Buffalo and other Trunk Lines terminals."

Majority Rep  
Committee on  
Live Stock Ma

391—"Resolved, That the following be the minimum weights on live stock which shall be charged; any excess above these weights to be charged for at points where actual weight can be obtained, viz.:

Minority Rep  
Committee on  
Live Stock Ma

	Car.	Actual.	Call.
CATTLE	— 28 foot.	20,000	20,000
"	30 "	21,460	21,500
"	32 "	23,100	23,100
"	34 "	24,560	24,600
HOGS	28 " single deck.	16,000	16,000
"	28 " double deck.	24,000	24,000
"	30 " single deck.	17,170	17,200
"	30 " double deck.	25,755	25,800
"	32 " single deck.	18,480	18,500
"	32 " double deck.	27,720	27,700
"	34 " single deck.	19,048	19,500
"	34 " double deck.	29,472	29,500

## CENTRAL TRAFFIC ASSOCIATION, NOVEMBER 17, 1886.

	Car.	Actual.	Call.
SHEEP,	28 foot single deck.....	14,000	14,000
"	28 " double deck.....	18,000	18,000
"	30 " single deck.....	15,022	15,000
"	30 " double deck.....	19,814	19,800
"	32 " single deck .....	16,170	16,200
"	32 " double deck.....	20,790	20,800
"	34 " single deck.....	17,192	17,200
"	34 " double deck.....	22,104	22,100

## FLOOR MEASUREMENT. L. S. &amp; M. S. STOCK CARS.

Length of Car.	Inside Measure.	Floor Surface.	Per Cent.
28 feet,	27 feet, 5 inch x 8 feet,	219 sq. feet.....	100.0
30 "	29 " 5 " x 8 "	285 " ....	107.3
32 "	31 " 8 " x 8 "	258 " ....	115.5
34 "	33 " 4 " x 8.1	269 " ....	122.8

On motion, it was

*Resolved*, That the majority and minority reports of the committee appointed to confer with the Buffalo live stock merchants, and all questions pertaining thereto, be made a special order for the meeting of the 14th of December, and that meantime the committee be requested to give the subject their full consideration.

The meeting then adjourned.

G. R. BLANCHARD,  
Commissioner.

C. H. McKNIGHT,  
Secretary.

PROCEEDINGS OF A MEETING OF THE  
**PEORIA COMMITTEE,**  
COMMITTEE ROOMS, CHICAGO, DEC. 14, 1886.

Present :

Messrs. James Smith, Traffic Manager..... W., St. L. & P. R'y.  
C. E. Henderson, Receiver..... I., B. & W. R'y.  
H. C. Diehl, General Freight Agent..... I., B. & W. R'y.  
H. D. Gould, Gen. Freight & Pass. Agent. T., P. & W. R. R.  
E. N. Armstrong, General Superintendent. T., P. & W. R. R.  
G. R. Blanchard, Commissioner.  
W. A. Brubaker, Joint Agent.

**392**—It was agreed, subject to the approval of G. J. Gram-  
mer, that drafts drawn in settlement of the balances un-  
der the recent award would be honored by all the par-  
ties in interest.

Drafts for  
Balances.

The Commissioner was instructed to continue progress  
towards pooling Pekin.

It was also

**393**—*Resolved*, That E. P. Ripley and H. C. Wicker, arbitrators, should be paid \$250.00 each for their services in the arbitration of Peoria percentages, and the Commissioner was directed to include these amounts in the current month's expense sheets.

Arbitrators'  
Compensation.

G. R. BLANCHARD,  
Commissioner.

C. H. McKNIGHT,  
Secretary.

PROCEEDINGS OF A MEETING OF THE  
**ST. LOUIS COMMITTEE,**

**HELD AT THE COMMISSIONER'S OFFICE, CHICAGO,**

**DECEMBER 16, 1886.**

Present :

Messrs. Edgar Hill,  
Wm. Duncan,  
H. H. Courtright,  
James Smith,  
D. S. Gray,  
M. S. Wasson, and  
G. R. Blanchard, Commissioner.

The following resolutions were adopted :

ation. **394**—*Resolved*, That Mr. Wasson ascertain upon his return to St. Louis tonight if Mr. DePew's health is such that he can progress the arbitration referred to him without further delay. If he is incapacitated or prefers not to serve, the question of percentages shall thereupon be referred by the Commissioner to the arbitration of Messrs. H. C. Wicker and A. C. Bird, with authority to those two gentlemen to choose a third arbitrator if they differ. Their decision shall govern as provided in the resolution of October 22d, 1886.

*Resolved*, That in the matter of the claim of the Chicago & Alton Railroad Company for the exemption of certain traffics, which question was referred to the arbitration of Messrs. G. R. Blanchard and H. S. DePew, October 22d, 1886, if Mr. DePew cannot serve, the Commissioner may associate with him Mr. H. C. Wicker. If Messrs. Blanchard and Wicker differ they are to choose Mr. Bird, and the decision of any two of the three so named shall have the full force and effect of the original resolution.

**G. R. BLANCHARD,**  
**Commissioner.**

PROCEEDINGS OF A MEETING OF THE  
**CHICAGO COMMITTEE,**  
 HELD AT THE COMMISSIONER'S OFFICE, CHICAGO,  
 WEDNESDAY, DEC. 18, 1886.

The meeting convened at 3 o'clock P. M.

Present:

Messrs. M. E. Ingalls, President.....	C., I., St. L. & C. R'y.
John Newell, President.....	L. S. & M. S. R'y.
H. B. Ledyard, President.....	M. C. R. R.
Orland Smith, Third Vice-President.....	B. & O. R. R.
C. S. Wight, Ass't Gen. Freight Agent.....	P. Ft. W. & C. C. St. L. & P.
D. S. Gray, Western Manager S. U. L.....	
W. J. Spicer, General Manager.....	C. & G. T. R'y.
G. B. Reeve, Traffic Manager.....	

**395**—The question of the admission of the Chicago & Atlantic Company into the Chicago Division being under consideration, the following proposals were agreed to and the Commissioner was directed to submit them to the Chicago & Atlantic Company:

Proposals to  
Chicago & Atlan-  
tic Railway.

That the new award shall take effect February 1st, 1887.

The award to cover all the dead freight and live stock traffic of the Chicago & Atlantic Company out of Chicago and the district and territory pooled under that contract, and to include the traffic of the Indiana, Illinois & Iowa Railroad, and what additional percentage the Chicago & Atlantic and the Pan Handle Companies may be entitled to for traffic received from the I., I. & I. Company at North Judson, and what additional percentage the Nickel Plate Company may be entitled to for the traffic received by it at Knox shall be simultaneously arbitrated.

CHICAGO COMMITTEE, DECEMBER 15, 1886.

The argument of the Chicago & Atlantic Company is to be submitted in writing to the Commissioner, and he shall transmit copies of the same to the Chicago Managers, who may each submit a rejoinder if he so desires. Copies of such rejoinders are to be sent to the Chicago & Atlantic Company for reply. This will close the written papers to be submitted to the arbitrators unless others are called for by them, and no oral arguments shall be made unless the arbitrators desire the same.

It is proposed that Messrs. McMullin, Cable and Potter shall be invited to act as arbitrators.

The manner and extent to which all these questions, and the awards proceeding therefrom, may affect the remaining percentages of the original associates at Chicago, if at all, shall be left to the judgment of the arbitrators.

The statistics presented by the Chicago & Atlantic Company should show the destination of the tonnage in order that it may be determined what effect the apportionment to the Chicago & Atlantic may have upon the traffic of the other companies from which said apportionment is taken.

ment of  
, St. L. & C.

**396**—Mr. Ingalls, for the C., I., St. L. & C. Company, agreed, in lieu of the five per cent. of the Chicago dead freight traffic formerly allowed to his company, to accept four and six-tenths per cent. of the Chicago traffic from Sept. 1st, 1886, and to include in his returns traffic from Chicago all rail via Washington consigned to Philadelphia or points north and east thereof. In addition to which, in proportion as the award to the Chicago & Atlantic Company will reduce his percentage he will abate the same. The arbitrators will not therefore consider his line.

Mr. Caldwell communicated by telegram the approval of the N. Y., C. & St. L. Co. to the above.

The Commissioner submitted the expense of \$150 per month now being paid to the chief weighmaster of the

CHICAGO COMMITTEE, DECEMBER 15, 1886.

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Board of Trade for furnishing statistics of the grain transferred at outlying junctions around Chicago, and stated that he ~~had~~ failed to discover therefrom that all the grain taken from Chicago was not properly reported. He asked if he should continue the expense and was directed to do so.

He next submitted the cost of obtaining weights of incoming live stock, and showed the profits that had been derived in October and November. He was directed to continue this expense.

The Commissioner presented the question of the offices of the Association, and the committee advised that all questions relating thereto be deferred for the time being.

G. R. BLANCHARD,  
Commissioner.

PROCEEDINGS OF A MEETING OF THE  
 CENTRAL TRAFFIC ASSOCIATION  
 COMMITTEE ROOMS, CHICAGO, ILL.

**TUESDAY AND WEDNESDAY, DEC. 14 AND 15, 1886.**

The meeting convened Tuesday at 10.30 A. M., the following companies being represented:

Baltimore & Ohio R. R. ....	Orland Smith, C. S. Wight.
Chicago & Alton R. R. ....	H. H. Courtright, F. A. Wann.
Chicago, Burlington & Quincy R. R. ....	Henry B. Stone.
Cleveland, Columbus, Cincinnati & Ind'p'l's R'y. ....	G. M. Beach,
Indianapolis & St. Louis R'y. ....	Edgar Hill.
Cincinnati, Ind'p'l's, St. L. & Chicago R'y. ....	M. E. Ingalls, H. J. Page.
Cincinnati, Hamilton & Dayton R. R. ....	C. C. Waite, A. H. McLeod.
Cincinnati, Washington & Baltimore R. R. ....	Orland Smith, R. M. Fraser.
Chicago, St. L. & Pittsburg R. R. ....	J. N. McCullough, D. S. Gray,
Pittsburg, Cincinnati & St. L. R'y. ....	Wm. Stewart, D. T. McCabe.
Chicago & Grand Trunk R'y. ....	W. J. Spicer, G. B. Reeve.
Det., Gd. Haven & Mil. R'y. ....	
Chicago & Western Michigan R'y. ....	G. R. Blanchard.
Detroit, Lansing & Northern R. R. ....	
Evansville & Terre Haute R. R. ....	G. J. Grammer.
Peoria, Decatur & Evansville R. R. ....	
Grand Rapids & Indiana R. R. ....	C. E. Gill.
Grand Trunk R'y. ....	T. Tandy.
Indianapolis, Bloomington & Western R. R. ....	C. E. Henderson, H. C. Diehl.

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

Cleveland & Pittsburg R. R.	}	J. N. McCullough,
Indianapolis & Vincennes R. R.		D. S. Gray,
Jeff., Mad. & Ind. R'y.		Wm. Stewart.
Pittsburg, Ft. Wayne & Chicago R'y.		
Lake Erie & Western R'y.	W. S. Weed.	
Louisville, New Albany & Chicago R'y	}	J. B. Carson.
		W. H. McDoel.
Lake Shore & Michigan Southern R'y	}	John Newell,
		J. T. R. McKay.
Michigan Central R. R.	}	H. B. Ledyard,
		A. Mackay.
New York, Chicago & St. Louis R'y	}	D. W. Caldwell,
		G. B. Spriggs.
New York, Pennsylvania & Ohio R. R.	.....	G. G. Cochran.
Ohio & Mississippi R'y.	}	J. F. Barnard,
		Wm. Duncan.
Toledo, Peoria & Western R. R.	}	E. N. Armstrong,
		H. D. Gould.
Vandalia Line.	.....	W. R. McKeen.
Wabash, St. Louis & Pacific R'y.	.....	James Smith.

There were also present:

Thos. C. Moore, Joint Agent.....	Chicago.
W. A. Brubaker, Joint Agent.....	Peoria.
C. W. Temple, Joint Agent.....	Cincinnati.
M. L. Doherty, Joint Agent.....	Indianapolis.
J. H. Pake, Joint Agent.....	Buffalo.
J. J. Fletcher, G. F. Agent.....	C., V. & C. Line.
A. M. Stewart, G. L. S. Agent.....	C., C., C. & I. R'y.
M. S. Wasson, D. F. Agent .....	I. & St. L. R'y.
G. R. Blanchard.....	Commissioner.
C. H. McKnight .....	Secretary.

397—The following companies, members of the Association, were not represented: Companies not represented.

Chicago, Rock Island & Pacific, Illinois Midland, and Louisville & Nashville.

The Commissioner read a letter from J. B. Mulliken, General Manager of the C. & W. M. and D. L. & N. Companies, stating his inability to be present at the meeting of the Association, and authorizing the Commissioner to cast the votes of the companies he represented on all questions coming before the meeting.

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

The Commissioner stated the conditions of rates at the various points in the Association. From the reports received from the Joint Agents, Louisville was the only city at which rates were maintained. The complaints at other points were principally against some of the Trunk Lines. In many cases he found the authority for the cut in rate came direct from the East.

He called attention to the agreement of the Joint Committee to the advance in rates to take effect on the 20th inst., and said that unless otherwise instructed by the meeting, in making the pool settlements he would charge the advanced rates as of the date of the advance, as the literal construction of the contract does not permit him to pass a the old rates freight in transit at the time the new rate take effect.

On motion of Mr. Gray,

~~ht at advanced~~ 398—*Resolved*, That the Commissioner shall charge into the pool accounts all traffic at the advanced rates on and after the date of the advance, and that Joint Agents at all points be requested to conform substantially to the rules adopted by the Local Committee at Chicago.

The consideration of the proposed contract for the Association was taken up.

Mr. Caldwell, chairman of the committee, said that at a meeting of the Committee on Revision of Contract held at Chicago, November 9, 1886, the following was unanimously adopted:

~~t of Commit-  
Revision of  
act.~~ 399—*WHEREAS*, The Majority and Minority Reports of the members of the Saratoga Committee upon the Contract and Organization of the Central Traffic Association have been submitted and fully considered by us, and

*WHEREAS*, Upon consideration, we do not deem it expedient to do more at present than to submit a basis or plan of organization of the form and tenor herewith presented; it is therefore

*Resolved*, That we deem it inexpedient at this time to recommend action so radical as the pooling of the aggregate gross earnings of the railways in the Association, or the plan recommended in the minority report. We nevertheless, advise that the Association consider and adopt, as soon as practicable, a broader system of pooling, and that its present meeting take all requisite preliminary steps to that end.

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

He said the committee had revised the contract, and submitted it in its amended form to the meeting.

On motion of Mr. Ingalls, seconded by Mr. McCullough, it was

**400**—*Resolved*, That the consideration of the contract be postponed, and that it be referred back to the committee to be reported hereafter. Consideration  
Contract post-

Mr. Cochran, Chairman of the Committee on Pools from Lake Cities, reported that he had called a meeting of that committee, but a number of members were unable to attend and no meeting had taken place.

On motion of Mr. Orland Smith, the committee was continued and instructed to meet and report to the next meeting of the Association.

The Commissioner reported progress had been made by the Committee on the Relations of the Lehigh Valley and Chesapeake & Ohio Railways to this Association, and presented correspondence from Mr. Muir, General Traffic Manager of the Chesapeake & Ohio Railway, and John Taylor, Traffic Manager of the Lehigh Valley Railroad, stating that they would co-operate with the Association to maintain rates.

**401**—An arrangement with the Chesapeake & Ohio Railway had been made to exchange statistics which would begin on the 1st of January. To exchange  
Statistics with  
C. & O. Railw

He said he had called a meeting of the cotton carrying roads, to which Mr. Henry Fink had authorized him to attach his signature, to take place at Louisville on Wednesday, December 22, 1886, to agree upon a pool of the cotton business.

J. T. R. McKay, Chairman of the Committee on Live Stock and Dressed Meats Matters, presented the report of the action of the committee on the matters submitted to them.

The resolutions adopted by the committee were amended and are as follows:

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

t of Committee  
ve Stock  
s

**402**—*Resolved*, That the billing and minimum weights upon live stock now in effect as per Commissioner's Circular 31, dated October 23, 1886, be continued.

*Resolved*, That where a double deck car can not be furnished for hogs or sheep, two single deck cars may be used in lieu of the double-deck car. The double deck minimum weight to be applied to the two single deck cars, the same as it would be if a double deck car were used, any excess over the minimum weight of a double car to be charged for.

*Resolved*, That as the representatives of roads from the West leading to Detroit are to have a meeting in Detroit this week, upon the subject of minimum weights upon live stock carried by their respective roads, action on the subject to be suspended until after said meeting.

*Resolved*, That the weighing of live stock on the hoof be arranged for, and continued into and out of Indianapolis and Cincinnati.

*Resolved*, That the present basis of making live stock rates from prorating points, taking a higher percentage than Chicago, remain as at present.

*Resolved*, That the matter of differences in rates between live stock and dressed beef at Chicago and St. Louis, be referred to the Joint Committee for action.

WHEREAS, Cars containing dressed beef are re-iced several times in transit, they necessarily arrive at destination with a quantity of ice in the chambers, and as it would be difficult to estimate the weight of such ice, we believe that the proper place to weigh dressed beef and other perishable property refrigerators, is at the point of shipment, therefore

*Resolved*, That Commissioner Blanchard arrange to have all refrigerator cars used by shippers of dressed beef, and other perishable property shipped in refrigerator cars, weighed, and the weight stenciled upon each car; also that he obtain from the owners of such cars the quantity of ice each car will hold in its ice chambers, and have the same also stenciled upon the car. When this has been done a copy of the information shall be furnished the representative of the Central Traffic Association at the western termini of each Trunk Line, and he be instructed to see that every car passing those termini loaded with dressed beef and other perishable property, be run over a scale and weighed, and the gross and stenciled weight of car, also stenciled capacity of ice chamber, noted upon the way-bill accompanying the car, and also reported to Commissioner Blanchard.

Recess at 1 o'clock.

## AFTERNOON SESSION.

The meeting reassembled at 2:30 P. M. The C. R. I. & P. Company was represented by Mr. W. M. Sage.

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

On Motion of Mr. Orland Smith, duly seconded, the report of the committee as read by Chairman McKay was adopted as amended.

On motion of Mr. Ledyard, it was

**403**—*Resolved*, That the present system of obtaining the weights on live stock at Parkersburgh, Bellaire, Pittsburg, Toronto, Buffalo, and Salamanca by Joint Agents of the Association be continued, and that the expense thereof be aggregated and apportioned each month according to the weights of live stock arriving in the preceding month, via all routes at the points named, any expenses which may be properly incurred by the railways in the same duty to be credited to them in apportioning the expense.

Buffalo &  
Parkersburgh  
division of Jt.  
Expenses.

The Commissioner presented the report of the Committee of Auditors, dated December 4th, recommending a new basis for the apportionment of the expenses of the Association, and stating that they had examined with care, in detail, the Commissioner's accounts and found them to be correct, and that the checks used sufficient to secure accuracy, and recommending the appointment of a committee to formulate a new system of accounts, and a committee to audit the accounts monthly.

The Commissioner stated his dissent from some of the recommendations of the Auditors as to the new basis for the apportionment of the expenses, and his reasons for believing that it would not be just to all the companies.

On motion of Mr. Beach, it was

**404**—*Resolved*, That the Committee of Auditors be continued until some plan is arrived at that will be satisfactory to the Association.

Committee of  
Auditors conti

The Commissioner reported his conference with the representatives of the Pacific Coast Lines on the revision of the existing percentages with those companies.

The result of which was that he agreed to recommend to the Joint Committee, that the lines east of Chicago accept, on both east and westbound traffic, 25 per cent. of the through rates on conditions detailed.

He read a telegram from Commissioner Fink, stating that at a meeting of the Trunk Line Committee, it was decided that the eastern lines should receive 28 per cent. of the net

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

through rate from Pacific coast points to the Atlantic seaboard, on condition that the result should not yield less than the basis of 25 per cent. per 100 pounds, Chicago to New York. No change to be made in the method of doing westbound business.

On motion of Mr. Orland Smith, it was

*Resolved*, That the Commissioner be requested to continue his negotiations with the Pacific Coast Lines, with instructions to announce the result as soon as practicable.

The nomination of the Cotton and Tobacco Rate and Classification Committee was postponed.

The Commissioner presented a proposed circular to secure uniform procedure in making additions to and changes in the classification of eastbound freight, which was approved and ordered to be issued.

In the absence of Judge Burke, the resolutions offered by him at the last meeting of the Association, relative to frequent meetings of the Association and full representation of all lines, were laid over until the next meeting of the Association.

The Commissioner presented the following resolution passed by the meeting of General Passenger Agents upon the question of what lines had as yet failed to sign the Passenger Contract. The lines in question now being the Baltimore & Ohio; Cincinnati, Washington & Baltimore; Indiana, Bloomington & Western; Lake Erie & Western; New York, Chicago & St. Louis; Ohio & Mississippi, and Pittsburg & Lake Erie.

*Resolved*, That the Assistant Commissioner present this state of facts to the Commissioner, with the request that he present the contract to as many of the managing officers of the roads named as may be in attendance upon the Managers' Meeting to-day, urging them to sign same.

The contract was then signed, with the restriction that it apply only to eastbound business, by Mr. Orland Smith, for the Baltimore & Ohio and Cincinnati, Washington & Baltimore Companies.

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

The Commissioner stated that statistics, which were necessary for the formation of the Passenger Pools, would probably be in at the close of this week, and urged that payment of commissions be stopped by the 1st of January.

On motion of Mr. Beach, it was

*Resolved*, That when the Association adjourns, it adjourn to meet the Passenger Committee at the Committee Rooms, at 11 o'clock, Wednesday, for the consideration of passenger matters.

The Commissioner presented telegrams from S. W. Cobb, President, and David R. Francis, Chairman of the Transportation Committee, Merchants Exchange, St. Louis, and Governor E. O. Stannard and Alex. H. Smith, on behalf of the millers of St. Louis, protesting against the advance in rates to take effect on the 20th inst.

The Commissioner read his correspondence with Messrs. Stannard and Smith, in reply to the request of the St. Louis millers for a rate on flour, in competition with Minneapolis flour, and it was

**405—***Resolved*, That a committee of seven be appointed to consider the subject of a special flour rate from St. Louis, and report at the next meeting of the Association.

Committee to consider St. L flour rates.

The Commissioner announced the following as the committee: Wm. Duncan, Edgar Hill, D. S. Gray, Wm. M. Sage, H. C. Diehl, G. B. Reeve, and A. Mackay.

On motion the meeting then adjourned to 11 o'clock A. M. Wednesday.

## SECOND DAY—WEDNESDAY, DEC. 15, 1886.

The meeting convened at 11 A. M., the following named Companies being represented:

Baltimore & Ohio R. R. ....	C. K. Lord.
Cleve., Col., Cin. & Ind. R'y. } ....	G. M. Beach, A. J. Smith, Edgar Hill.
Indianapolis & St. Louis R'y. }	
Cincinnati, Indianapolis, St. L. & Chicago R'y. ....	M. E. Ingalls. John Egan.

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

Chicago & Atlantic R'y.....	S. W. Snow.
	{ W. J. Spicer,
Chicago & Grand Trunk R'y.....	{ G. B. Reeve,
	{ W. E. Davis.
Cleveland, Mt. Vernon & Delaware R'y.....	Chas. O. Wood.
Cincinnati, Hamilton & Dayton R. R.....	{ C. C. Waite,
	{ C. H. Rockwell.
Cincinnati, Washington & Baltimore R. R.....	R. M. Fraser.
Evansville & Terre Haute R'y.....	G. J. Grammer.
Grand Trunk R'y.....	T. Tandy.
	{ C. E. Henderson,
Indianapolis, Bloomington & Western R'y.....	{ H. C. Diehl,
	{ H. M. Bronson.
Louisville, New Albany & Chicago R'y.....	J. B. Carson.
Lake Shore & Michigan Southern R'y.....	W. P. Johnson.
Michigan Central R. R.....	{ H. B. Ledyard,
	{ O. W. Ruggles.
New York, Chicago & St. Louis R'y.....	D. W. Caldwell.
New York, Pennsylvania & Ohio R'y.....	{ G. G. Cochran,
	{ A. E. Clark.
Ohio & Mississippi R'y.....	J. F. Barnard.
	{ J. N. McCullough,
Pennsylvania Co.....	{ D. S. Gray,
	{ E. A. Ford.
Pittsburg & Lake Erie R'y.....	A. D. Smith.
Toledo, Peoria & Western R'y.....	{ E. F. Leonard,
	{ E. N. Armstrong.
Valley R'y.....	R. A. Carran.
Wabash, St. Louis & Pacific R'y.....	{ James Smith,
	{ F. Chandler.

There were also present:

Thos. C. Moore, Joint Agent.....	Chicago.
M. L. Doherty, Joint Agent.....	Indianapolis.
W. A. Brubaker, Joint Agent .....	Peoria.
M. S. Wasson, D. F. Agent .....	I. & St. L. R'y.
D. B. Martin, G. W. Agent .....	C., C., C. & I. R'y.
G. R. Blanchard.....	Commissioner.
George H. Daniels.....	Asst. Commissioner.

The Commissioner called attention to the Passenger Contract, stating that it had been signed conditionally on the part of the Grand Trunk, the Chicago & Grand Trunk Railways, and the Detroit, Grand Haven & Milwaukee Railway, and detailed the conditions under which it had been signed by the first named companies.

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

Mr. Barnard, speaking with reference to the condition named by the Grand Trunk Co. that it be allowed to meet the competition of lines not in the Central Traffic Association, stated that the Ohio & Mississippi Railway had to contend with competition by both the Chesapeake & Ohio R. R. and the Air Line. He had delayed signing the contract, not knowing whether the Ohio & Mississippi would be allowed to meet the outside competition referred to.

The Commissioner said the question of competition with the Grand Trunk Railway related mainly to the Canadian Pacific Railway.

Further discussion resulted in the following resolution, which was unanimously adopted:

406—*Resolved*, That the Commissioner proceed to get signatures to the contract with whatever conditions the signers may conclude to attach, and that after the contracts are all received they be referred to the Committee on Revision of Contract to harmonize the different views and make a uniform contract, and that meantime the General Passenger Agents be requested to act under the contract.

To procure  
to Passenger  
Contract.

The Commissioner requested the Assistant Commissioner to state what provision, if any, had been made for the protection of the roads in the Association on interior business, as in the case of the Ohio & Mississippi cited by President Barnard.

The Assistant Commissioner stated that no provision had yet been made, as it had been considered a matter with which the Passenger Department could not act upon at present. It had been hoped that the Louisville, Cincinnati & St. Louis Air Line would become a member of the Association. Mr. Evans, of that company, had stated that when his road was sold he would consider the question of joining. He had since been asked to join, but no answer had been received.

The Commissioner said the Pittsburg & Lake Erie Co. had authorized him to say that its signature would be given whenever that of the Pittsburg & Western Co. could be had.

## CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.

Mr. Lord said he thought the signature of the latter company could be obtained without much difficulty.

The progress of Passenger Pools being called for discussion, Mr. Daniels stated that statistics had been called for from the different lines in accordance with the resolution adopted at the Cresson meeting, leaving out the first year, and they had been received from eighteen lines; replies from the remaining roads promised their statistics in a short time. As soon as the statistics were received and a passenger arbitrator was appointed, a meeting would be called for the purpose of arguing passenger percentages and awarding them in accordance with the contract.

The question of payment of commissions in Trunk Line territory was next discussed. The Commissioner stated that he had read to the Managers at the previous meeting the correspondence which had passed between Mr. Pierson and himself on the subject. After discussion, the following was unanimously adopted:

**407—Resolved**, That the question of payment of Passenger Commissions in Trunk Line territory be referred to the Passenger Agents, with instructions to arrange for the prompt discontinuance of the same.

The subject of the appointment of a permanent arbitrator was next considered. Mr. Ledyard, Chairman, reported that the committee had been unable to agree upon any one name for the position, and offered the following resolution, which was unanimously adopted:

*Resolved*, That the appointment of a temporary passenger arbitrator be referred back to the General Passenger Agents with power to select, appoint and arrange with such arbitrator temporarily.

The Commissioner introduced the subject of a general stoppage of commissions on the first of January throughout the entire territory of the Association. The following was submitted by Mr. Ingalls, and carried unanimously:

**408—Resolved**, That the Commissioner be requested to procure, in writing, the vote of every railway in the territory of the Association on the stoppage of all passenger commissions on and after the first day of January, 1887, and if the vote is unanimous in favor, he shall issue a circular announcing the fact.

**CENTRAL TRAFFIC ASSOCIATION, DECEMBER 14 AND 15, 1886.**

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The following named companies thereupon signified their intention of voting affirmatively upon the question: C., C., C. & I.; I. & St. L.; C., I., St. L. & C.; O. & M.; M. C., and Pennsylvania Co.

It was resolved that the Passenger Agents convene at the Grand Pacific Hotel at 2 o'clock P. M. for the consideration of the subjects referred to them by the Managers.

Adjourned.

**G. R. BLANCHARD,**  
Commissioner.

**C. H. McKNIGHT,**  
Secretary.



PROCEEDINGS OF A MEETING OF  
 RAILWAYS INTERESTED IN THE CARRIAGE OF  
 COTTON FROM MEMPHIS,  
*GALT HOUSE, LOUISVILLE, KY., WEDNESDAY, DEC. 22, 1886.*

As per Call issued by Messrs. Fink, Edwards and Blanchard,

On December 14, 1886.

Meeting was called to order at 11 A. M. Mr. G. R. Blanchard was elected Chairman, and Mr. T. S. Davant, Secretary.

The representation was as follows :

Cleveland, Columbus, Cincinnati & Ind'p's.	Edgar Hill.
Cincinnati, Hamilton & Dayton.	A. H. McLeod.
Cincinnati, Washington & Baltimore.	R. M. Fraser.
Cairo, Vincennes & Chicago Line.	J. J. Fletcher.
Chicago & Alton.	F. A. Wann.
East Tennessee, Virginia & Georgia.	T. S. Davant.
Evansville & Terre Haute.	G. J. Grammer.
Louisville, New Albany & Chicago.	W. H. McDoel.
Louisville, New Orleans & Texas.	E. W. How.
Louisville & Nashville.	J. M. Culp.
Memphis Packet Co.	Robt. W. Wise, C. B. Russell, J. D. Parker.
Memphis & Charleston.	J. S. Davant.
Mississippi & Tennessee.	A. J. Knapp.
Newport News & Mississippi Valley.	B. F. Mitchell.
New York, Pennsylvania & Ohio.	G. G. Cochran.
Nickel Plate Line.	J. J. Rogers.
Ohio & Mississippi.	J. R. Clark.
Star Union Line.	E. A. Dawson, C. W. Forrester.
Wabash, St. Louis & Pacific.	M. Knight, J. Nash.
R. H. Campbell, Joint Agent.	Louisville.
J. R. Ogden, Commissioner Associate Roads of Ky., Tenn. and Ala.	

COTTON COMMITTEE, DECEMBER 22, 1886.

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The Chairman stated the object of the meeting to be the consideration of cotton rates out of Memphis for the current season and read some correspondence between himself and Maj. Henry Fink, which he considered important for the proper understanding of the subject.

At the suggestion of the Chairman, Mr. Culp stated his views of the proper handling of the matter to be considered and asked that Mr. Ogden, Commissioner of the Associate Roads of Kentucky, Tennessee and Alabama, who was present, and who was conversant with the condition of affairs at Memphis, be requested to give his views in regard to Memphis cotton matters. Upon request of the Chairman, Mr. Ogden stated his ideas.

After a short discussion, it was moved by Mr. Culp, and seconded by Mr. Mitchell :

That the sense of the meeting be taken as to whether each line interested in the transportation of cotton from Memphis is willing to enter into a division of cotton from and passing through Memphis destined to all points.

Being asked by Mr. Parker to what lines his motion referred, Mr. Culp stated that it was his intention to include all lines, rail or water, initial and connecting. The motion being put, a call of the ayes and noes resulted in its unanimous adoption.

Mr. Culp offered, and Mr. How seconded the following :

If the division in the proportions of cotton to which each line is entitled cannot be agreed upon, they shall be submitted to arbitration.

A vote being taken and the ayes and noes being called for, the motion was unanimously carried.

It was moved by Mr. Culp :

409—That a committee consisting of one representative of each initial line out of Memphis, with Commissioner Blanchard as chairman, be appointed to meet subject to the call of the chairman, for the formulation of a plan for the division of the cotton business from Memphis. To formulate & for division.

Unanimously adopted.

COTTON COMMITTEE, DECEMBER 22, 1886.

The Chairman announced the appointment of the following gentlemen: Messrs. E. W. How, A. J. Knapp, T. S. Davant, J. M. Culp, B. F. Mitchell, M. L. Sargent, J. D. Parker and J. J. Fletcher, and stated that the committee would meet immediately upon the adjournment of the meeting.

The Chairman asked for the views of the meeting as to the classification of cotton regins and linters, a question raised by Mr. H. S. DePew, of the Mobile & Ohio Road, a letter from whom he read. It was moved by Mr. Fraser, and seconded by Mr. Grammer:

ication of  
linters and

**410**—That cotton linters and regins be made the same classification as uncom-  
pressed cotton.

Agreed to.

The subject of rates on pig-iron north of the Ohio River was taken up, and the Chairman stated that it had been a matter of discussion between himself and Mr. Culp, that the rates north of the river bore no relation to those south of the river, and that there had been submitted to him and the members of the Central Traffic Association, three proposed tariffs upon neither of which the members had as yet agreed.

Being called upon for information in regard to the manner of making rates south of the river, Commissioner Ogden stated that he was not prepared to make any suggestions as to what rates the lines north of the Ohio should make; that the basis fixed by the lines south of the Ohio provide for a minimum rate of \$2.50 per ton from Birmingham to Louisville, and \$2.75 to Cincinnati, when the average price of No. 1 mill iron sold by the furnaces at and in the vicinity of Birmingham is \$11.25 per ton. That during the past three months the rate has been advanced 15 cents, 25 cents and 15 cents, a total of 55 cents per ton; that the rates to Pittsburg were made by adding to the rate to Louisville \$1.50 per ton, and that he was not prepared to state how the rate per ton per mile south of the river compared with that north of the river.

## COTTON COMMITTEE, DECEMBER 22, 1886.

In reply to a question of Mr. Cochran as to what the southern roads are willing to do on iron southbound, Mr. Ogden further stated that the lines south of the Ohio had found by experience that the only way to secure a maintenance of rates was to fix their own rates from the river points, but that on iron and other articles such special rates had been made from time to time as necessity seemed to require.

It was moved by Mr. Cochran :

That a committee consisting of representatives of the Cincinnati, Louisville and Evansville Roads, be appointed to take up this matter and report to this committee at 1:30 P. M.

At the suggestion of Mr. Culp the name of Commissioner Ogden was added to the committee and he was appointed chairman.

At 12:05 the meeting adjourned to reassemble at 1:30 P. M.

411—Upon the re-convening of the meeting, the chairman of the committee appointed submitted the following report :

Report of Committee.

“Committee called to order by Chairman Blanchard at 12:15.

“Mr. Culp read the agreement for a division of cotton traffic out of Memphis for the season 1884-5, and stated the reasons for its failure.

“Mr. Davant read a letter from Maj. Henry Fink stating the conditions upon which the Memphis & Charleston Road would be willing to pool the cotton.

“The committee then proceeded to formulate and agree upon the following sections of an agreement :

“*First*, To include all cotton from and through Memphis.

“*Second*, When the same is consigned to all points, local or through, on or via the routes of the contracting initial parties.

“*Third*, The parties to endeavor to agree on proportions of said total to which each is entitled, but when any initial party notifies the chairman in writing that they cannot agree,

“*Fourth*, The same shall be arbitrated by three gentlemen to be chosen by the unanimous vote of all the initial roads to the agreement.

COTTON COMMITTEE, DECEMBER 22, 1886.

*"Fifth, If unanimity cannot be so had in ten days from said written notice, and the parties do not then agree, Messrs. Rudolph Fink and G. R. Blanchard may name one or two of said arbitrators, two of whom shall promptly choose a third, and two of said three shall decide all questions to be arbitrated."*

Committee then adjourned to meet at the Southern Hotel, St. Louis, on Thursday, January 6, 1887, unless otherwise notified by the chairman.

The meeting then adjourned.

T. S. DAVANT,  
Secretary.

G. R. BLANCHARD,  
Chairman.

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CIRCULAR No. 33.

CHICAGO, Nov. 16, 1886.

and  
ations for  
act of Joint  
tee.

**412**—The following rules and regulations for the conduct of the Joint Committee were adopted by the Central Traffic Association, October 20, 1886, and by the Trunk Line Executive Committee, November 11, 1886, and will take effect immediately.

The committees therein named, and members of the Association, are respectfully requested to conform to the usage prescribed :

Section 30 to 36 of the Trunk Line Organization and rules provide for the establishment of a Joint Committee, for the purpose of establishing joint tariffs with all the roads with which the Trunk Lines have traffic arrangements, and Section 30 provides that said committee may make such additional organization as may be deemed desirable to carry out the object for which it is established.

Article 6 of the Organization of the Central Traffic Association provides that "Through joint rates and fares between points in its territory and points in the territory of other similar organizations shall be made by co-operation and issued or authorized by this Association in its territory."

## CIRCULAR.

In order to carry out these provisions in the organization of both associations, the members of the Trunk Lines Executive Committee and of the Central Traffic Association, and all companies having traffic arrangements with both organizations under their several contracts, who are not members of these organizations, shall constitute a committee to be called the Joint Committee.

It shall be the duty of the Joint Committee to establish all joint tariffs, both freight and passenger, on traffic passing through the western termini of the Trunk Lines; also to agree upon the classifications and other conditions governing said tariffs. Further, to agree upon the division of through rates and through fares where such divisions affect the maintenance of uniform tariffs between competing lines, and to make such other rules and regulations as are necessary to secure uniformity and stability in the joint tariffs.

The Commissioner of the Trunk Line Executive Committee shall act as Chairman of the Joint Committee.

The Commissioner of the Central Traffic Association shall act as the Western, and the Commissioner of the Freight or Passenger Department of the Trunk Line Executive Committee shall act as the Eastern Vice-Chairman of the Joint Committee.

There shall be appointed by the Western Vice-Chairman, with the concurrence of the Chairman, the following sub-committees:

Eastbound Classification Committee,  
Cotton Rate Committee,  
Tobacco Rate Committee,

and any other committees that may be necessary to facilitate the transaction of business shall be appointed and confirmed in the same way. Said committees shall be appointed from representatives of the roads west of the western termini of the Trunk Lines. To these committees shall be referred all questions which may require their consideration.

## CIRCULARS.

Said committees shall submit their reports to the Chairman and Western Vice-Chairman of the Joint Committee, and the same shall be submitted for the vote of all the members of the Joint Committee—the vote of the members of the Central Traffic Association to be taken by its Commissioner and reported to the Chairman of the Joint Committee, in detail.

In like manner the vote of the Joint Committee shall be taken upon any question presented to it by the Trunk Line Executive Committee or by the Central Traffic Association.

If the vote upon any question is not unanimous, the Trunk Line Executive Committee, under its rules, shall decide the question at issue, after duly considering the vote of each member of the Joint Committee.

C. H. MCKNIGHT,  
Secretary.

G. R. BLANCHARD,  
Commissioner.

## JOINT CIRCULAR No. 1.

## CIRCULAR No. 34.

CHICAGO, Nov. 23, 1886.

on to and  
in Eastbound  
cation.

413—In accordance with the recommendation of the chairman of the Classification Committee, the following addition to the eastbound classification will take effect immediately:

Dried Fruit in bags and boxes, L. C. L. .... 8d Class.

## CHANGES IN CLASSIFICATION (wording):

Classification reads :	Changed to read :
Hides, Pates and Scraps, in barrels or sacks, L. C. L. .... 6	Hide Scraps or Pates, in barrels or sacks, L. C. L. .... 6
Hides, Pates or Scraps, in barrels, sacks or in bulk, C. L. .... 10	Hide Scraps or Pates, in barrels, sacks or in bulk, C. L. .... 10

ALBERT FINK,  
Chairman.

G. R. BLANCHARD,  
Western Vice-Chairman.

## CIRCULAR.

JOINT CIRCULAR No. 2.

## CIRCULAR No. 35.

CHICAGO, Dec. 15, 1886.

**414**—To secure uniform procedure in making additions to and changes in the classification of eastbound through freight, the members of the Joint Committee and Central Traffic Association are respectfully requested to conform to the following rules, which were approved by the Central Traffic Association at a meeting of its Managers on December 14th, 1886 :

Rules govern  
Temporary  
Classifications.

I.—Whenever a request is made for the classification of unclassified articles, or for the interpretation of the existing classification, either by a member of this Association or by a local committee, the same, with all the information bearing thereon, shall be referred to the Commissioner of the Central Traffic Association, as the Western Vice-Chairman of the Joint Committee, who will decide the question at issue and announce his decision by circular.

II.—All rulings and temporary classifications which are issued by the Vice-Chairman under Rule 1, shall be considered and acted upon by the Classification Committee before a new issue of the Official Classification is published, and shall be made a part of the new classification, as far as approved, under the procedure of the Joint Committee ; but any ruling that may not be thus embodied in the next issue of the Official Classification shall thereafter be void.

III.—No change in the Official Classification shall be made by any member of this Association or by any local committee.

ALBERT FINK,  
Chairman.

G. R. BLANCHARD,  
Western Vice-Chairman.

## CIRCULAR.

## CIRCULAR No. 36.

CHICAGO, Dec. 20, 1886.

gerator cars to 415—The following preamble and resolution were adopted  
eighed.

at a meeting of this Association on the 14th instant:

WHEREAS, Cars containing dressed beef are re-iced several times in transit, they necessarily arrive at destination with a quantity of ice in the chambers, and as it would be difficult to estimate the weight of such ice, we believe that the proper place to weigh dressed beef and other perishable property refrigerators is at the point of shipment. Therefore

*Resolved*, That Commissioner Blanchard will arrange to have all refrigerator cars, used by shippers of dressed beef and other perishable property shipped in refrigerator cars, weighed, and the weight stenciled upon each car; also that he obtain from the owners of such cars the quantity of ice each car will hold in its ice chambers, and have the same also stenciled upon the car. When this has been done a copy of the information shall be furnished the representative of the Central Traffic Association at the western termini of each Trunk Line, and he be instructed to see that every car passing loaded with dressed beef, or other perishable property, be run over a scale and weighed, and the gross and stenciled weight of car, also stenciled capacity of ice chamber, noted upon the way-bill accompanying the car, and also reported to Commissioner Blanchard.

In compliance with the resolution it is requested that all refrigerator cars be weighed and the weight of the car and of the ice each car will hold in its ice chambers be stenciled upon the car, and a statement of such weights be furnished to this office.

G. R. BLANCHARD,  
Commissioner.

C. H. MCKNIGHT,  
Secretary.

JOINT CIRCULAR No. 3.

## CIRCULAR No. 37.

CHICAGO, Dec. 27, 1886.

416—Taking effect at once, and pending action of the Classification Committee, the following temporary classifications will apply:

Temporary  
Classifications

BEEF, DRIED, in boxes or barrels, in any quantity, actual weight .....	12th Class.
GOAT SKINS, SHEEP PELTS or SHEEP SKINS, green, loose, L. C. L. ....	5th Class.
Same, C. L. ....	7th Class.
MOSS, NURSERY, in sacks, L. C. L. ....	3d Class.
Same, when packed in boxes or crates, L. C. L. ....	5th Class.
Same, when pressed in bales, L. C. L. ....	6th Class.

ALBERT FINK,

Chairman.

G. R. BLANCHARD,

Western Vice-Chairman.

## CIRCULAR No. 776.—Joint Committee.

OFFICE OF THE CHAIRMAN,  
346 BROADWAY,  
NEW YORK, July 28, 1886.

417—The vote of the Joint Committee on the proposed change in the eastbound classification of compressed wool has been in the affirmative, and, commencing Aug. 1st, 1886, the classification will be as follows:

Classification of  
Wool, compressed  
in Bales.

WOOL, Compressed in bales, in car loads. .... 6th Class.  
(See Rule 3.)

C. W. BULLEN,

Secretary.

N. GUILFORD,

Vice-Chairman.

The above classification will supersede that temporarily authorized by Circular No. 22, Central Traffic Association, dated Chicago, July 15th, 1886.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

## CIRCULAR.

## CIRCULAR No. 777. —Joint Committee.

(Corrected.)

346 BROADWAY,  
NEW YORK, August 25, 1886.

ction in  
ound Rates  
Cotton Piece  
s, " etc.

**418**—The Joint Committee has agreed, experimentally, and until further notice, to make a special rate, on the basis of 50 cents per 100 lbs., New York to Chicago, on the articles of domestic manufacture named below, to take effect August 26th, 1886.

Calicos.	Sheetings or Shirtings, bleached or unbleached.
Gingham.	Cambrics, colored.
Corset Jeans, Brown, bleached or colored.	Apron Checks.
Shirting Stripes and Shirting Checks.	Cottonades.
Cotton Flannels, single-faced.	Denims.
Ticks.	Drills, brown, bleached or colored.
Ducks.	Grain Bags, cotton.
Warp, cotton.	Yarn, cotton.
Twines, all kinds.	Table Oil Cloth.
Enameled Cloth.	

(See Rule 8, Westbound Classification.)

This reduction is made under the following conditions, and only to such parties as shall enter into a **written obligation** with the railroad companies that they will correctly describe in their shipping receipts the goods on which the reduced rate is made:

*First.* All packages containing goods enumerated above, the contents of which cannot be readily recognized, shall be stenciled with the words "Cotton Piece Goods" or the name of the article contained in the package, and also with the name of the shipper.

*Second.* In case any shipper falsely describes goods of a higher class for the purpose of obtaining the reduced special rate thereon, he shall be required to pay the **regular class** rates on all his future shipments.

## CIRCULARS.

*Third.* It is further made a condition that the parties desiring to avail themselves of the reduced rate shall unite with the railroad companies in an application to the Legislature, at its next session, for the passage of a law making it a misdemeanor to misrepresent the nature of any shipment for the purpose of defrauding the railroads or taking advantage of honest shippers who correctly describe their shipments.

*Fourth.* The regular classification and rates will be charged on all shipments of dry goods unless the parties making the shipments have formally accepted and agreed, in writing, to comply with the conditions specified.

ALBERT FINK,  
Com'r Trunk Line Commission.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

## CIRCULAR No. 778.—Joint Committee.

346 BROADWAY,  
NEW YORK, Sept. 3, 1886.

419—The following additions to and changes in the Official Classification of eastbound freight, recommended by the Classification Committee, have been adopted by the Joint Committee, and will take effect Monday, September 13, 1886:

Additions to &  
Changes in  
Eastbound  
Classification

## ADDITIONS TO EASTBOUND CLASSIFICATION.

	L. C. L. CLASS.	C. L. CLASS
Grapes, O. R. guar'td or prepaid, minimum weight 20,000 lbs..		5
Sportsman's Flying Targets, in bbls. or boxes, under 5,000 lbs.	2	
Sportsman's Flying Targets, in barrels or boxes, over 5,000 lbs.	4	
Sportsman's Flying Targets, in barrels or boxes, in car-loads..		7

## CIRCULAR.

## CHANGES IN EASTBOUND CLASSIFICATION.

	L. C. L. CLASS.	C. L. CLASS.
Ammonia, Anhydrous Liquid, in iron drums, O. R.....	2	4

Changed to read:

Ammonia, Anhydrous Liquid, in iron drums, O. R., in any quantity.....	6
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[EXPLANATORY NOTE.—Liquid Anhydrous Ammonia is shipped in iron boiler tubes 10 inches in diameter by 6 feet long, weighing 190 pounds, and encased in a strong box of 1½ inch lumber which weighs about 110 pounds, and said boiler tube or iron drum contains only 100 pounds net weight of Ammonia; hence 100 pounds net weigh 400 pounds gross. These drums are returned to be refilled from time to time, which should also be taken into consideration.]

Ammoniacal Liquor, in barrels.....	6
------------------------------------	---

Changed to read:

Ammoniacal Liquor, in barrels, cans, boxed, or iron drums, O. R., any quantity.....	6
Catsup, in barrels, boxes, or casks.....	2

Changed to read:

Catsup, in glass, boxed, C. R.....	1	
Catsup, in buckets or pails, crated C. R.....	1	
Catsup, in glass, boxed, O. R.....	3	6
Catsup, in buckets or pails, crated, O. R.....	3	6
Catsup, in barrels, casks or kegs, O. R.....	6	8
Catsup, in buckets or pails, <i>not crated, not taken.</i>		
Refrigerators and Coolers.....	3	
Refrigerators and Coolers, K. D., flat.....	4	6

Changed to read:

Refrigerators and Coolers.....	3
Refrigerators and Coolers, K. D., flat.....	4
Refrigerators and Coolers, minimum weight 16,000 pounds...	6

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR.

## CIRCULAR No. 779.—Joint Committee.

346 BROADWAY,  
NEW YORK, Sept. 10, 1886.

420—In accordance with the recommendation of the Cotton Rates on C Rates Committee, the rates on cotton will be as follows, taking effect Monday, September 13, 1886:

UNCOMPRESSED, WITH PRIVILEGE TO CARRIER OF COMPRESSING. ORIGINATING AT POINTS NAMED BELOW TO NEW YORK, WITH USUAL DIFFERENCES TO OTHER SEA-BOARD CITIES.

	All-rail, 58 cents per 100 pounds.
Memphis Tenn. ....	49 "
St. Louis and Hannibal, Mo. ....	49 "
E. St. Louis and E. Hannibal, Ill. ....	45 "
Cairo, Ill. ....	47 "
Mt. Vernon, Ind. ....	45 "
Shawneetown, Ill. ....	47 "
Evansville, Ind. ....	45 "
Louisville, Ky. ....	48 "
Jeffersonville, Ind. ....	43 "
New Albany, Ind. ....	48 "
Cincinnati, Ohio. ....	40 "
Chicago (on compressed cotton) ....	32 "

The rate from Memphis via river-and-rail and rail-and-water shall be the same as via all-rail.

On compressed cotton (allowing 10 cents per 100 pounds for compression), reaching the following points via river, under through bills of lading of steamers, of lines working under agreed through rates from Memphis, provided that accompanying the Steamboat Manifests, or bills of the steamers to the railroad companies to destination is a certificate of the Insurance Company showing that the insurance has been effected, the proportions of through rates to New York from depots will be as follows, *which proportions do not include the cost of insurance.*

	Cents Per 100 lbs.		Cents Per 100 lbs.
East St. Louis. ....	35	Louisville. ....	31
Cairo. ....	38	Jeffersonville. ....	31
Mt. Vernon. ....	32	New Albany. ....	31
Shawneetown. ....	33	Cincinnati. ....	30
Evansville. ....	32		

## CIRCULAR No. 779—Joint Committee.

Should steamers fail to deliver with the manifests or bills of the cotton, to the lines leading from the Ohio River, certificates of the Insurance Company, showing that insurance has been effected, the proportions to New York from depots will be as follows:

	Cents Per 100 lbs.		Cents Per 100 lbs.
East St. Louis.....	87	Louisville.....	84
Cairo.....	85	Jeffersonville.....	84
Mt. Vernon.....	85	New Albany.....	84
Shawneetown.....	85	Cincinnati.....	83
Evansville.....	85		

If it should be shown to the satisfaction of the Commissioner of the Trunk Lines or to the satisfaction of the Commissioner of the Central Traffic Association that the boat lines do not charge their full division of the Memphis rate, or that they make any concession to shippers from their proportion to Ohio River points above named, the rate shall be advanced sufficiently to protect the established through rate.

Cotton from points other than Memphis, arriving at points named by the Ohio or Mississippi Rivers shall be charged from the depots at those points, the regular established rates from those points proper.

The rates on cotton from the Mobile & Ohio and the Illinois Central (Southern Division) Roads shall be made by adding to the rate from Cairo proper, less 10 cents per 100 pounds, the arbitrary or local charges from those stations up to Cairo together with the cost of compressing at Cairo, or south of Cairo if compressed south of Cairo.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR.

## CIRCULAR No. 780.—Joint Committee.

346 BROADWAY,  
NEW YORK, Sept. 27, 1886.

421—In accordance with the recommendation of the Cotton Rates on Cotton. Rates Committee, the rates on cotton will be as follows, taking effect Friday, October 1, 1886. The rates and conditions named are in lieu of those issued in Circular No. 779.

UNCOMPRESSED, WITH PRIVILEGE TO CARRIER OF COM-  
PRESSING, ORIGINATING AT POINTS NAMED BELOW  
TO NEW YORK, WITH USUAL DIFFERENCES  
TO OTHER SEA-BOARD CITIES.

Memphis, Tenn.	.....	All-rail, 53 cents per 100 pounds.
St. Louis and Hannibal, Mo.	.....	" 49 " " " "
E. St. Louis and E. Hannibal, Ill.	.....	" 45 " " " "
Cairo, Ill.	.....	" 47 " " " "
Mt. Vernon, Ind.	.....	" 45 " " " "
Shawneetown, Ill.	.....	" 47 " " " "
Evansville, Ind.	.....	" 45 " " " "
Louisville, Ky.	.....	" 43 " " " "
Jeffersonville, Ind.	.....	" 43 " " " "
New Albany, Ind.	.....	" 43 " " " "
Cincinnati, Ohio.	.....	" 40 " " " "
Chicago (on compressed cotton).	.....	" 32 " " " "

The rates from Memphis via river-and-rail and rail-and-water shall be the same as via all-rail, with the privilege to the river-and-rail and rail-and-water lines to pay to insurance companies (but not to shippers) the cost of insurance.

On compressed cotton reaching the following points via river, on through bills of lading of steamers of lines working on agreed through rates from Memphis, the proportions from the depots of the through rates to New York shall be as follows; provided, that accompanying the steamboat manifests or bills of the steamers to the railroad companies is the certificate of the insurance company with which the insurance on the cotton has been effected, showing that such insurance has been effected—this certificate to accompany the manifests or way-bills of the railroads to destination:

## CIRCULAR.

FROM	Cents Per 100 lbs.	FROM	Cents. Per 100 lbs.
East St. Louis.....	30	Louisville.....	26
Cairo.....	28	Jeffersonville.....	26
Mt. Vernon.....	27	New Albany.....	26
Shawneetown.....	28	Cincinnati.....	25
Evansville.....	27		

Should the steamers fail to deliver with the manifests or bills for the cotton, to the lines leading from the Ohio River, certificates of the insurance company, showing that insurance has been effected, the proportions from the depots to New York shall be as follows:

FROM	Cents Per 100 lbs.	FROM	Cents Per 100 lbs.
East St. Louis.....	32	Louisville.....	29
Cairo.....	30	Jeffersonville.....	29
Mt. Vernon.....	30	New Albany.....	29
Shawneetown .....	30	Cincinnati.....	28
Evansville.....	30		

These proportions are net, and do not include the cost of insurance from Memphis.

These proportions from river points, of through rates from Memphis, are based on compress charge of fifteen (15) cents per 100 pounds. Should the compress charge at Memphis be reduced, the proportions from the river points of the through rates from Memphis shall be increased as much as the cost of compressing at Memphis is reduced, and the proportions from the river points shall be promptly issued and maintained accordingly.

Should the compress charge at St. Louis or other point from which through rates are fixed be made less than fifteen (15) cents per 100 pounds, only the actual cost of compressing shall be deducted and allowed in dividing the through rates.

If it should be shown to the satisfaction of the Commissioner of the Trunk Lines, or to the Commissioner of the Central Traffic Association, that the Boat Lines do not charge their full division of the rates from Memphis, or that

## CIRCULARS.

they make any concession to shippers from their proportions to the Ohio River points above named, the proportions from the river points shall be advanced sufficiently to protect established through rates.

On cotton from points other than Memphis, reaching the river points named, by the Ohio or Mississippi Rivers, shall be charged from the depots at those points the regular established rates from those points proper.

The rates on cotton from M. & O. R. R. and I. C. R. R. (Southern Division) shall be made by adding to the rate from Cairo proper, less 15 cents per 100 pounds compress charge, the arbitrary or local charge from those stations up to Cairo, together with the cost of compressing at Cairo, or south of Cairo, if compressed south of Cairo.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Association.

## CIRCULAR No. 781—Joint Committee.

346 BROADWAY,  
NEW YORK, Oct. 12, 1886.

422—The question of rate on 11th class from November 1, 1886, to March 31, 1887, having been submitted to vote of the Joint Committee, it has been decided that the rate during the period named shall be on the basis of 30 cents per 100 pounds, Chicago to New York.

Rates on Eleve  
Class.

The guaranty of time does not apply to shipments for points in New England taking Boston rates.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULARS.

## CIRCULAR No. 782—Joint Committee.

346 BROADWAY,  
NEW YORK, Oct. 12, 1886.

On Staves,  
Stone, etc. 423—As provided in the official eastbound classification, rates on the following basis will be in effect from November 1, 1886, to March 31, 1887, inclusive :

CHICAGO TO NEW YORK.	Cts. per 100 lbs.
On Staves, Barrel Shooks, Heading, Hoop Poles, Hoops, and Stave Bolts.	80
On Stone, Rough, Undressed or Sawed Flagging, Pipe, Cement or Sewer, and Drain Tile.	C. L. Actual Weight and Minimum Weight, 24,000 lbs... 80

The above guaranty of time does not apply to shipments for points in New England taking Boston rates.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR No. 783—Joint Committee.

346 BROADWAY,  
NEW YORK, Oct. 18, 1886.

424—The vote of the Joint Committee on the report of the Classification Committee of September 14, 1886, recommending sundry additions to and changes in the "Official Classification of Eastbound Freight," resulted as follows :

Ayes, 35 ; noes, 2.

The vote not being unanimous, the question was submitted, under the rules, to the Trunk Line Committee ; and, after some modification, the report of the Classification Committee was unanimously adopted, and will take effect October 22, 1886.

Copies of the Revised Classification will be supplied by Mr. William Orr, Secretary Eastbound Classification Committee, Toledo, Ohio.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR No. 784—Joint Committee.

346 BROADWAY,  
NEW YORK, Oct. 20, 1886.

425—The following changes in and additions to the classification of westbound freight have been adopted and will take effect Monday, October 25, 1886:

Changes in and  
Additions to  
Westbound  
Classification.

## CHANGES.

PRESENT CLASSIFICATION IS :		CHANGED TO READ :	
	Class.		Class.
Blackberries, dried, in bbls. or bags.....	4	Blackberries, dried, in bbls.....	4
Huckleberries, dried, in bbls. or bags.....	4	Huckleberries, dried, in bbls....	4
Whortleberries, dried, in bbls. or bags.....	4	Whortleberries, dried, in bbls. ....	4
Peaches, dried, in bbls. or bags. ....	4	Peaches, dried, in bbls.....	4
Peaches, dried, in boxes.....	2	Peaches, dried, in boxes or bags, 2	
Bird food, in boxes.....	2	Bird Food or Bird Seed, in boxes.....	2
Carriages, baby, K. D., boxed or crated.....	4 t 1	Carriages, baby, K. D., boxed or crated .....	2 t 1
Furniture, car-load lots, 16,000 lbs. O. R. damage.....	1	Furniture, car-load lots, 12,000 lbs., O. R. damage.....	1
Household goods, second hand, C. L., 16,000 lbs. O. R. damage.....	1	Household goods, second hand, C. L., 12,000 lbs. O. R. damage.....	1
Pickles, in bbls. or casks.....	4	Pickles, in kegs, bbls. or casks..	4
Granite blocks, each weighing five tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.....	3	Granite blocks, each weighing five tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.....	4
Marble blocks, each weighing five tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.....	3	Marble blocks, each weighing five tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.....	4
Stone, blocks, five tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.....	3	Stone, blocks, five tons or over, to be loaded and unloaded at risk and expense of shipper and consignee .....	4

## CIRCULARS.

## ADDITIONS.

Beds, Spring, C. L., 16,000 lbs.	1
Coffee, Essence or Extract.	2
Mattresses, Wire, C. L., 16,000 lbs.	1
Seed, Bird, in boxes.	2
Shot and Bullets, in cases.	2
Smalts, Painters'.	Same as Paint.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR No. 785—Joint Committee.

346 BROADWAY,  
NEW YORK, Nov. 4, 1886.

Additional Points in  
New England open  
to Boston Rates on  
Eastbound Freight.

426—Notice has been received that the Boston & Maine Railroad Company has opened Portland, Lewiston and Auburn, Maine, at Boston rates, on eastbound freight in car-loads, to all Fast Freight Lines running over the Fitchburg Railroad via Boston, and Boston & Maine or eastern railroads.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR No. 786—Joint Committee.

346 BROADWAY,  
NEW YORK, Nov. 6, 1886.

Additional Points  
in New England  
open to Boston Rates  
on Eastbound  
Freight

427—Notice has been received that the Boston & Maine Railroad Company has opened Portland, Lewiston and Auburn, Maine, at Boston rates, on eastbound freight in car-loads, to all Fast Freight Lines running over the Boston & Albany Railroad via Boston, and Boston & Maine or eastern railroads.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR No. 787.—Joint Committee.

346 BROADWAY,  
NEW YORK, Nov. 8, 1886.

428—The following recommendations of the Cotton Rates Committee, unanimously agreed upon at their meeting of November 5, 1886, are adopted and will take effect immediately: Rates on Cotton

WHEREAS, It has been found impracticable to forward certificates of insurance with each shipment forwarded via different roads, lines or routes,

*Resolved*, That immediately on receipt of any shipment of cotton by river, at any river point, to be forwarded by rail, the insurance certificate covering the whole lot shall be sent to Commissioner Blanchard, and that way-bills via the different roads, lines or routes from any one of the river points shall be accompanied by a certified copy of the insurance certificate, also that impression copies of certified copies of insurance certificates, and impression copies of all way-bills, shall be sent to Commissioner Blanchard for each shipment forwarded via each different road, line or route.

*Resolved*, That the Commissioner of the Central Traffic Association be requested to examine personally, or by deputy, at original points of shipment or intermediate points, manifests or other records of the roads represented on this committee, whenever, in his judgment, it is necessary for the purpose of investigating complaints of one road, or line, against another, concerning irregularities in cotton traffic.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR.

## CIRCULAR No. 788.—Joint Committee.

346 BROADWAY,  
NEW YORK, Nov. 15, 1886.

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fication.

429—The following changes in and additions to the Classifications of Westbound Freight have been adopted and will take effect Thursday, Nov. 18, 1886.

## CHANGES.

PRESENT CLASSIFICATION IS :	CHANGED TO READ :	Class.
Potatoes, O. R.....	Potatoes, L. C. L., O. R., (must be in suitable pack- age).....	4
Wheelbarrows, wood or iron, L. C. L.....	Wheelbarrows, wood or iron, N. O. S., L. C. L.....	1
Emigrant Movables, second- hand, C. L., 16,000 lbs.....	Wheelbarrows, wood or iron K. D. (trays, frames, legs and wheels packed sepa- rately).....	8
Printed Matter.....	Emigrant Movables, second- hand, C. L., 12,000 lbs....	1
	Printed Matter, N. O. S.....	1

## ADDITIONS.

Almanacs and Advertising Matter, N. O. S., in crates or bundles, C. L., released, prepaid.....	8
Bags, second-hand, empty, returned, in bundles.....	8
Roofing Composition, in barrels.....	4
Teazles.....	3 t 1
Toboggans.....	same as Sleighs, Children's.

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULAR No. 789.—Joint Committee.

346 BROADWAY,

NEW YORK, Nov. 22, 1886.

430—Notice has been received that the Boston & Maine Railroad Company has opened the following points at Boston rates on Eastbound freight in car loads, to all Fast Freight Lines running over the Fitchburg or Boston & Albany Railroad via Boston and Boston & Maine Railroad.

Additional Poi  
New England  
to Boston Rate  
Eastbound Fr

Somerville,	Mass.	Maplewood,	Mass.	Wamisit,	Mass.
Revere,	"	Saugus,	"	Andover,	"
Lynn,	"	Lynn Common,	"	Bradford,	"
Bell Rock,	"	Danversport,	"	Wilmington,	"
Faulkner,	"	Edgeworth,	"	Tewksbury,	"
Clifftondale,	"	Oak Grove,	"	Ballardvale,	"
East Saugus,	"	Melrose,	"	Beverly Farms,	"
Beverly,	"	Fells,	"	Manchester,	"
Chelsea,	"	Danvers,	"	Gloucester,	"
West Lynn,	"	Topsfield,	"	Rockport,	"
North Andover,	"	Boxfield,	"	Tapleyville,	"
Haverhill,	"	Georgetown,	"	West Peabody,	"
Lowell,	"	Groveland,	"	Lynnfield,	"
Lawrence,	"	Byfield,	"	Wakefield,	"
Salem,	"	Amesbury,	"	Lynnfield Hotel,	"
Peabody,	"	Merrimac,	"	Atkinson, N. H.	
Marblehead,	"	Wenham,	"	Newton,	"
Newburyport,	"	Essex,	"	Newton Junction,	"
Rowley,	"	Medford,	"	Plaistow,	"
Ipswich,	"	Wakefield,	"	Plaistow B'k Y'd,	"
West Everett,	"	Reading,	"		
Malden,	"	Wilmington Jc.,	"		

G. R. BLANCHARD,  
Com'r Central Traffic Association.

ALBERT FINK,  
Com'r Trunk Line Commission.

## CIRCULARS.

## CIRCULAR No. 790.—Joint Committee.

346 BROADWAY,  
NEW YORK, Dec. 10, 1886.

**vance in  
stbound rates.** **431**—By vote of the Joint Committee it has been agreed to advance eastbound rates to the following basis, taking effect Monday, Dec. 20, 1886:

## CHICAGO TO NEW YORK.

12th Class.....	85 cents per 100 pounds.
18th Class.....	30   "   "   "   "
Live Hogs.....	85   "   "   "   "

**G. R. BLANCHARD,**  
Com'r Central Traffic Association.

**ALBERT FINK,**  
Com'r Trunk Line Commission.

## CIRCULAR No. 791.—Joint Committee.

346 BROADWAY,  
NEW YORK, Dec. 16, 1886.

**vance in  
stbound Rates.** **432**—By vote of the Joint Committee it has been agreed to advance eastbound rates to the following basis, taking effect Monday, December 27, 1886:

## CHICAGO TO NEW YORK.

9th Class.....	85 cents per 100 pounds.
10th Class.....	30   "   "   "   "

**G. R. BLANCHARD,**  
Com'r Central Traffic Association.

**ALBERT FINK,**  
Com'r Trunk Line Commission.

## CIRCULAR No. 792.—Joint Committee.

346 BROADWAY,  
NEW YORK, Dec. 30, 1886.

**488**—The vote of the Joint Committee on the proposed advance in rates on Dressed Hogs resulted as follows: Rates on Dressed Hogs.

Ayes, 46; Noes, 2.

The vote not being unanimous, the question was submitted, under the rules, to the Trunk Line Committee, and it was agreed that, taking effect Monday, January 10, 1887, the rates on Dressed Hogs will be on the following basis:

## CHICAGO TO NEW YORK.

Dressed Hogs, C. L., in common cars.....	60 cents per 100 pounds.
“ “ “ refrigerator cars.....	65 “ “ “ “
“ “ whole or cut up when loaded with	
Dressed Beef.....	65 “ “ “ “

G. R. BLANCHARD,  
Western Vice-Chairman.

ALBERT FINK,  
Chairman.

## CIRCULAR No. 793.—Joint Committee.

346 BROADWAY,  
NEW YORK, Dec. 30, 1886.

**484**—The following changes in and additions to the classification of westbound freight have been adopted, and will take effect Monday, January 3, 1887: Changes in and Additions to Westbound Classification.

